

Public Draft  
June 2, 2023

# 2045 General Plan Update

## Environmental Impact Report

*prepared by*

**City of Thousand Oaks**  
Community Development  
2100 Thousand Oaks Boulevard  
Thousand Oaks, California 91362  
Contact: Iain Holt, AICP, Senior Planner

*prepared with the assistance of*

**Rincon Consultants, Inc.**  
706 South Hill Street, Suite 1200  
Los Angeles, California 90014

**August 2023**

**rincon**

**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

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# 2045 General Plan Update

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Appendix B California Emissions Estimator Model  
Appendix C Noise Calculations  
Appendix D Transportation Memo and Data  
Appendix E Special Status Species

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# Acronyms and Abbreviations

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2045 General Plan	Thousand Oaks General Plan Update	1
AAQS	Ambient Air Quality Standards	4.2
AB	Assembly Bill	4.4
AC	Arts and Culture	2
ADA	Americans with Disabilities Act	4.11
ADT	average daily traffic	4.7
ADU	accessory dwelling unit	2
AES	Aesthetics	4.1
af	artificial fill	4.8
AFY	acre-feet per year	4.12
ai	andesite	4.8
AQMP	Air Quality Management Plan	4.2
ATP	Active Transportation Plan	4.11
AWS	average wind speed	4.13
BAAQMD	Bay Area Air Quality Management District	4.2
BCE	Before Common Era	4.4
bi	basalt	4.8
BIO	Biological	4.3
BMP	best management practice	4.3
C	Conservation	2
CAA	Clean Air Act	4.2
CAAQS	California Ambient Air Quality Standards	4.2
Cal Am	California American Water Company	4.12
CAL FIRE	California Department of Forestry and Fire Protection	4.10
CalEPA	California Environmental Protection Agency	4.2
CALGreen	California Green Building Standards Code	4.5
Cal OES	California Office of Emergency Services	4.10
CalRecycle	California Department of Resources Recycling and Recovery	4.12
Caltrans	California Department of Transportation	4.1
Cal Water	California Water Service	4.12
Camrosa	Camrosa Water District	4.12



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CAP	Climate Action Plan	4.5
CAPCOA	California Air Pollution Control Officers Association	4.5
CARB	California Air Resources Board	4.2
CBC	California Building Code	4.14
CCR	California Code of Regulations	1
CDFW	California Department of Fish and Wildlife	1
CE	Common Era	4.4
CFC	California Fire Code	4.10
CFR	Code of Federal Regulations	4.3
CFS	Community Facilities and Services	2
CEAP	Climate and Environmental Action Plan	2
CEC	California Energy Commission	4.5
CESA	California Endangered Species Act	4.3
CEQA	California Environmental Quality Act	1
CFC	California Fire Code	4.13
CFGC	California Fish and Game Code	4.3
CH <sub>4</sub>	methane	4.5
CIWMB	California Integrated Waste Management Board	4.12
CKH Act	Cortese Knox Hertzberg Local Government Reorganization Act	4.6
CLU	California Lutheran University	2
CMWD	Calleguas Municipal Water District	4.12
CNDDB	California Natural Diversity Database	4.3
CNEL	Community Noise Equivalent Level	4.7
CNPS	California Native Plant Society	4.3
CO	carbon monoxide	4.2
CO <sub>2</sub>	carbon dioxide	4.5
CO <sub>2</sub> e	carbon dioxide equivalent	4.5
COSCA	Conejo Open Space Conservation Agency	4.6
CPA	Clean Power Alliance	4.5
CPUC	California Public Utilities Commission	4.13
CRHR	California Register of Historical Resources	4.4
CRPD	Conejo Recreation and Park District	4.4
CRPR	California Rare Plant Ranks	4.3
CTC	California Transportation Commission	4.11

CTP	Comprehensive Transportation Plan	4.11
CUL	Cultural and Tribal Cultural Resources	4.4
cv	calcareous veins	4.8
CVUSD	Conejo Valley Unified School District	4.10
CWA	Clean Water Act	4.3
DAR	Dial-A-Ride	4.11
db	diabase or ophiolitic basalt	4.8
dB	decibel	4.7
dba	decibel using A-weighted sound pressure level	4.7
di	dacite	4.8
DIF	Development Impact Fees	4.10
DPM	diesel particulate matter	4.2
DOC	California Department of Conservation	4.14
DOF	California Department of Finance	2
DOI	United States Department of the Interior	4.13
DTSC	California Department of Toxic Substances Control	4.14
du	dwelling units	2
DWR	California Department of Water Resources	4.12
EAP	Energy Action Plan	4.14
ECTA	East County Transit Alliance	4.11
EIR	Environmental Impact Report	1
EV	electric vehicle	4.2
FAR	floor to area ratio	2
FCC	Federal Communications Commission	4.12
FEMA	Federal Emergency Management Act	4.10
FESA	Federal Endangered Species Act	4.3
FHSZ	Fire Hazard Severity Zone	4.13
FHWA	Federal Highway Administration	4.6
FRA	Federal Responsibility Area	4.13
FRAP	Fire and Resource Assessment Program	4.13
FTA	Federal Transit Administration	4.6
G	Governance	2
General Plan Update	Thousand Oaks General Plan Update	1
GHG	greenhouse gas	2

GWP	global warming potential	4.5
HCD	California Department of Housing and Community Development	2
HCTP	Hill Canyon Treatment Plant	4.12
HFC	hydrofluorocarbon	4.5
HMBP	Hazardous Materials Business Plan	4.14
hp	horsepower	4.5
HRA	Health Risk Assessment	4.2
HVAC	heating, ventilation, and air conditioning	4.7
HUD	Federal Department of Housing and Urban Development	4.7
ICS	Incident Command System	4.13
IFC	International Fire Code	4.13
in/sec	inches per second	4.7
IPCC	United Nations Intergovernmental Panel on Climate Change	4.5
Kcs	Chatsworth Formation sandstone	4.8
Kcsh	Chatsworth Formation clay shale	4.8
LAFCO	Local Agency Formation Commission	4.6
L <sub>dn</sub> or DNL	Day-Night Average Level	4.7
L <sub>eq</sub>	equivalent noise level	4.7
L <sub>max</sub>	highest root mean square sound pressure level within a sampling period	4.7
L <sub>min</sub>	lowest root mean square sound pressure level within a sampling period	4.7
LADOT	Los Angeles Department of Transportation	4.11
LEV	Low Emission Vehicle	4.5
LID	Low Impact Development	4.3
LRA	Local Responsibility Area	4.13
LRSP	Local Road Safety Plan	4.11
LU	Land Use	2
M	Mobility	2
MCY	million cubic yards	4.12
MGD	million gallons per day	4.12
MLD	Most Likely Descendant	4.4
MMT	million metric ton	4.5
MPO	Metropolitan Planning Organization	4.5
MRCA	Mountains Recreation and Conservation Authority	4.10
MS4	Municipal Separate Storm Sewer System	4.14

MT	metric ton	4.5
MTC	Metropolitan Transportation Commission	4.9
MWD	The Metropolitan Water District of Southern California	4.12
NO	nitric oxide	4.2
N or NOI	Noise	2
N <sub>2</sub> O	nitrous oxide	4.5
NAAQS	National Ambient Air Quality Standards	4.2
NAHC	Native American Heritage Commission	4.4
NO <sub>2</sub>	nitrogen dioxide	4.2
NO <sub>x</sub>	nitrogen oxides	4.2
NOC	Notice of Completion	1
NOD	Notice of Determination	1
NOP	Notice of Preparation	1
NPDES	National Pollutant Discharge Elimination System	4.3
NPPA	Native Plant Protection Act	4.3
NPS	National Park Service	4.4
NRHP	National Register of Historic Places	4.4
NWI	National Wetlands Inventory	4.3
O <sub>3</sub>	ozone	4.2
OEHHA	California Office of Environmental Health Hazard Assessment	4.2
OHWM	ordinary high water mark	4.3
OITC	outdoor/indoor transmission class	4.7
OPR	Governor’s Office of Planning and Research	4.11
OSHA	Occupational Health and Safety Administration	4.7
PAL	Paleontological Resources	4.8
Pb	lead	4.2
PBDB	Paleobiology Database	4.8
PFC	perfluorocarbon	4.5
Plan	Downtown Core Master Plan	4.6
PM <sub>2.5</sub>	particulate matter with a diameter of 2.5 microns or less	4.2
PM <sub>10</sub>	particulate matter with a diameter of 10 microns or less	4.2
POP	Population and Housing	4.9
POS	Parks and Open Space	2
PPD	pounds per person per day	4.12

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PPV	peak particle velocity	4.7
PRC	Public Resources Code	4.4
project	Thousand Oaks General Plan Update	1
proposed project	Thousand Oaks General Plan Update	1
PRPA	Paleontological Resources Preservation Act	4.8
PS	Public Services and Recreation	4.10
PWD	primary wind source direction	4.13
Qa	Quaternary alluvium	4.8
Qg	Quaternary stream channel deposits	4.8
Qls	Quaternary landslide deposits	4.8
Qoa	Quaternary older alluvium	4.8
RCP	Regional Comprehensive Plan	4.6
RHNA	Regional Housing Needs Allocation	2
RMP	Refrigerant Management Program	4.5
RMS	root mean square	4.7
ROG	reactive organic gas	4.2
RTP	Regional Transportation Plan	4.2
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy	4.2
RWQCB	Regional Water Quality Control Board	4.3
S	Safety	2
SAFE	Safer Affordable Fuel-Efficient	4.5
SAF Plan	State Alternative Fuels Plan	4.5
SB	Senate Bill	2
SCAG	Southern California Association of Governments	2
SCCAB	South Central Coast Air Basin	4.2
SCE	Southern California Edison	4.5
SCS	Sustainable Communities Strategy	4.2
SEMS	Standardized Emergency Management System	4.13
SF <sub>6</sub>	sulfur hexafluoride	4.5
SFP	School Facilities Program	4.10
SHMP	State Hazard Mitigation Plan	4.13
SIP	State Implementation Plan	4.2
SO <sub>2</sub>	sulfur dioxide	4.2
SoCalGas	Southern California Gas Company	4.12

SOI	Sphere of Influence	2
SR	State Route	2
SRA	State Responsibility Area	4.13
SRRE	Source Reduction and Recycling Element	4.12
STC	sound transmission class	4.7
Study	Ridgeline Study	4.6
SVLCR	Simi Valley Landfill and Recycling Center	4.12
SVP	Society of Vertebrate Paleontology	4.8
SWP	State Water Project	4.12
SWPPP	Stormwater Pollution Prevention Plan	4.3
SWRCB	State Water Resources Control Board	4.3
TAC	toxic air contaminant	4.2
T-BACT	best available control technologies for toxics	4.2
TO2045	Thousand Oaks General Plan Update	1
Tcva	andesitic flows and breccias	4.8
Tcvab	andesitic breccia	4.8
Tcvad	andesite-dacite breccia	4.8
Tcvb & Tcvbp	basaltic flows and breccias	4.8
Tcvbb	basaltic flow breccias	4.8
Tcvdb	dacite breccia	4.8
Tcvs	Conejo Volcanics, basaltic sandstone, and siltstone	4.8
Technical Advisory	<i>Technical Advisory on Evaluating Transportation Impacts in CEQA</i>	4.11
Tll	Llajas Formation claystone and siltstone	4.8
Tlls	Llajas Formation sandstone	4.8
Tls	sandstone of Lindero Canyon	4.8
Tlvc & Tvcg	conglomerate of Lindero Canyon	4.8
Tm	Monterey Formation	4.8
Tml	lower Monterey Formation	4.8
TOTC	Thousand Oaks City Transit Center	4.11
TOT	Thousand Oaks Transit	4.11
TRA	Transportation	4.11
Tsp	Sespe Formation	4.8
Tsi	Santa Susana Formation Simi Conglomerate	4.8
Tsu	Santa Susana Formation claystone and siltstone	4.8

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Tsus	Santa Susana Formation sandstone	4.8
Ttlc	Lower Topanga Formation clay shale	4.8
Ttls	Lower Topanga Formation sandstone	4.8
Ttuc	Upper Topanga Formation clay shale and siltstone	4.8
Ttus	Upper Topanga Formation sandstone	4.8
TWRF	Tapia Water Reclamation Facility	4.12
UCMP	University of California Museum of Paleontology	4.8
U.S.	United States	4.5
US 101	United States Highway 101	2
USACE	United States Army Corps of Engineers	4.3
USDA	United States Department of Agriculture	4.13
USEPA	United States Environmental Protection Agency	4.2
USFWS	United States Fish and Wildlife Service	4.3
UST	underground storage tank	4.14
UTIL	Utilities and Service Systems	4.12
UWMP	Urban Water Management Plan	4.12
VCAPCD	Ventura County Air Pollution Control District	4.2
VCFC	Ventura County Fire Code	4.13
VCFD	Ventura County Fire Department	4.10
VCOG	Ventura Council of Governments	4.2
VCSO	Ventura County Sheriff's Office	4.10
VCTC	Ventura County Transportation Commission	4.11
VCTM	Ventura County Transportation Model	4.11
VMT	vehicle miles traveled	4.2
VOC	volatile organic compound	4.2
W	Wildfire	4.13
WDR	Waste Discharge Requirements	4.3
WSA	Water Supply Assessment	4.12
ZEV	Zero Emissions Vehicle	4.5

# Executive Summary

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This section summarizes the characteristics of the proposed General Plan Update (the plan; TO2045), project alternatives, and the project's environmental impacts.

## Project Proponent

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## Project Location

The City of Thousand Oaks is located at the southeastern edge of Ventura County, bordering Los Angeles County. The City is within the Conejo Valley and is surrounded by the Mountclef Ridge to the north, Simi Hills to the east, Santa Monica Mountains to the south, and Conejo Mountain to the west. The City is approximately 40 miles northwest of Downtown Los Angeles and approximately 50 miles southeast of Santa Barbara. Thousand Oaks City Hall is approximately ten miles inland from the Pacific Ocean. Primary regional access to the city is provided by U.S. Route 101 (US 101), which provides access to Los Angeles and greater Los Angeles County to the east and Camarillo and Ventura counties to the west. State Route 23 (SR 23), which provides access to Moorpark to the north and communities in the Santa Monica Mountains and City of Malibu to the south.

The TO2045 Planning Area covers approximately 37,358 acres, of which approximately 35,500 acres are within city limits. The City's Sphere of Influence (SOI) contains approximately 1,900 acres within unincorporated Ventura County and is comprised of four clusters of unincorporated "County Islands" which include Casa Conejo, Ventu Park, Rolling Oaks, and Lynn Ranch. The Planning Area for TO2045 encompasses all land area within the City's SOI, and therefore also serves as the "General Plan Area" for the purposes of this EIR.

TO2045 focuses on growth areas, as described in Section 2.1.1, *Areas of Change*, including Rancho Conejo, Moorpark Road and West Thousand Oaks Boulevard, Thousand Oaks Boulevard east of Rancho Conejo Road, Downtown, and Westlake/East End Road. Future growth is also anticipated through the development of vacant and underutilized lots throughout the city that could accommodate a variety of land uses including multi-family residential, mixed-use residential, and commercial uses, as well as intensification of existing shopping centers and industrial uses.



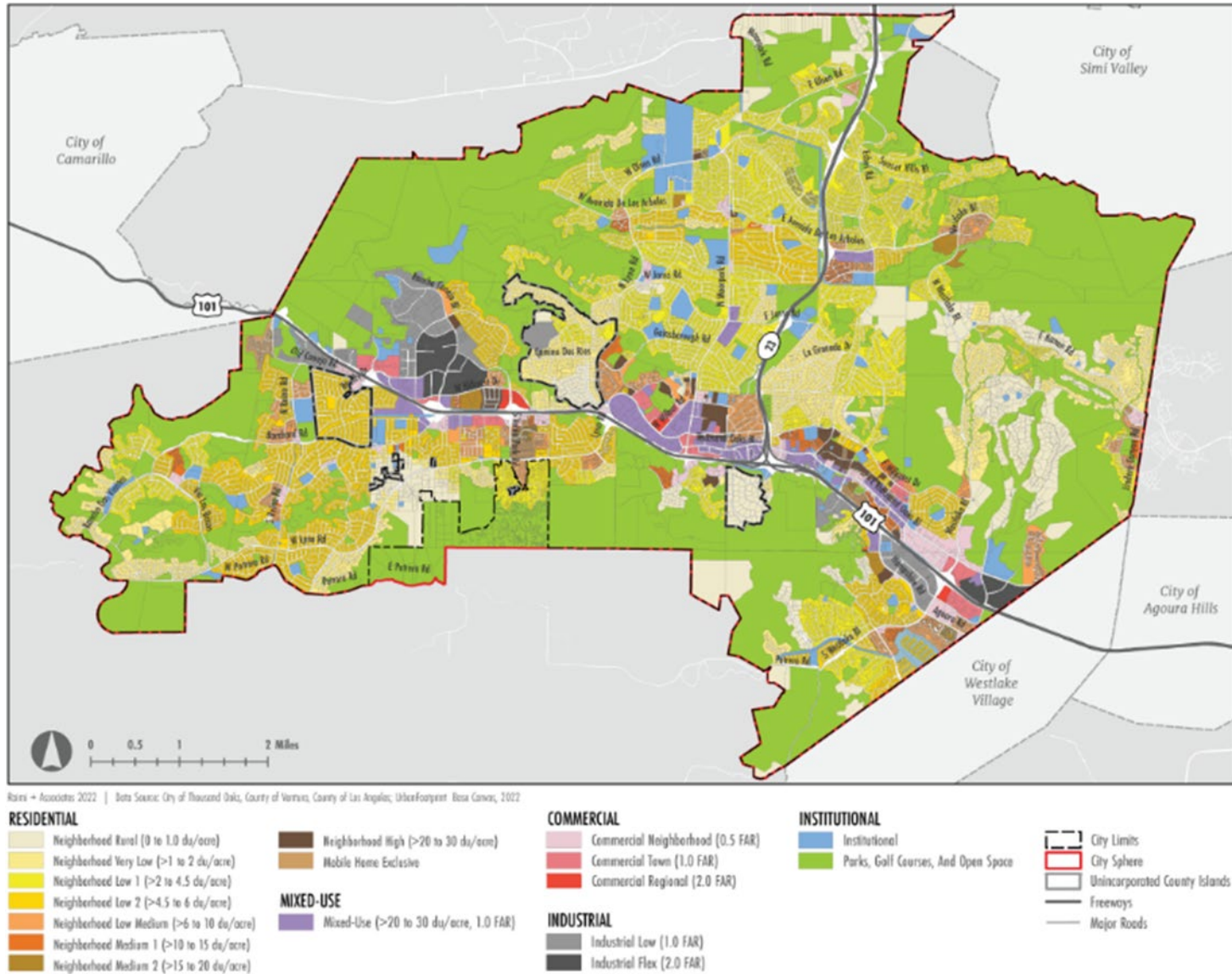
## Project Characteristics

TO2045 establishes the community's vision for future community development of the city through the planning horizon year of 2045. As part of the general plan update process, the City's existing General Plan has been reorganized and reformatted, with updated goals, policies, and implementation actions that reflect the community's current vision of the City of Thousand Oaks. The City's General Plan Land Use Diagram (Figure ES-1) has been updated to reflect the City's aspirations for accommodating planned growth through 2045 and changes in State law. The 2045 General Plan has been organized into the following updated elements: Land Use; Mobility; Parks and Open Space; Conservation; Community Facilities and Services; Arts and Culture; Safety; Noise; and Governance. Together, these elements cover all topics required to be included in a general plan under State law. Each element describes the statutory requirements and existing conditions and context for its related topic areas, followed by key challenges, goals, policies, and implementation actions to guide the City's management and development through 2045.

TO2045 emphasizes infill and adaptive redevelopment within the city limits. A focus is placed on increasing opportunities for housing development in key areas of the city through increased density and mixed-use projects. New development would occur primarily where existing roads, water, and sewer are in place and in a manner that would minimize the impact of development on existing infrastructure and services.

The 2045 General Plan also provides the policy framework to guide future development toward land uses that support walking and biking. The 2045 General Plan places a greater emphasis on reestablishing more complete neighborhood areas that meet the daily needs of residents.

Figure ES-1 Proposed General Plan Land Use Map



## Project Objectives

The plan presents a vision for the future of the City and a set of guiding principles for how the City will achieve that vision. Among the central objectives of the 2045 General Plan is the provision of adequate capacity to accommodate the Regional Housing Needs Allocation goal of 2,621 dwelling units developed by the Southern California Association of Governments. This focused the City to reevaluate and plan for a more diverse housing mix for a changing population. Proactively planning for the anticipated land use changes and ensuring growth is sustainable over the next 25 years is a priority for the General Plan Update and community. The vision statement and major strategies to realize that vision are listed in Section 2.5, *Project Objectives*.

## Alternatives

As required by CEQA, this section evaluates a range of alternatives to the proposed plan. Alternatives analyzed in Section 6 include the following:

- Alternative 1: No Project (see Section 6.2)
- Alternative 2: Transportation Enhancement Alternative (see Section 6.3)
- Alternative 3: Enhanced Construction Regulation (see Section 6.4)

Each of the alternatives discussed in this section has certain advantages and disadvantages as compared to the proposed Plan, as described in detail in Section 6.0, Alternatives.

## Areas of Known Controversy and Issues to be Resolved

Responses to the Notice of Preparation (NOP) of a Draft EIR and input received at the EIR scoping meeting held by the City are summarized in Chapter 1, *Introduction* and Table 1-1 of that section. No known areas of controversy or other issues to be resolved have been identified based on this public input.

## Required Approvals

With recommendations from the Planning Commission, the City Council would need to take the following discretionary actions in conjunction with the proposed Project:

- Certification of the Final EIR; and
- Adoption of the proposed TO2045 (City of Thousand Oaks 2045 General Plan) and 2012-2029 Housing Element.

The City adopted its current Housing Element on January 25, 2022, covering the period from June 30, 2021 to October 15, 2029. The Housing Element was submitted to the HCD for review and comment, and the City is working with HCD to resolve comments and anticipates certification of the Housing Element from HCD by Fall of 2023. The 2045 General Plan Update incorporates any revisions to the 2021 Housing Element as required by HCD. No changes are being proposed to the Housing Element as part of its incorporation into the 2045 General Plan Update.

## Summary of Impacts and Mitigation Measures

Table ES-1 summarizes the environmental impacts of the plan, proposed mitigation measures, and residual impacts. Impacts are categorized by their severity. Significant and Unavoidable impacts require a statement of overriding considerations to be issued pursuant to Section 15093 of the *CEQA Guidelines* if the plan is approved. Impacts classified as Less than Significant with Mitigation Incorporated are significant adverse impacts that can be feasibly mitigated to a less than significant level and that require findings to be made under Section 15091 of the *CEQA Guidelines*. Less than Significant impacts are those that do not exceed identified thresholds and do not require findings. No Impact indicates the plan would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

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**Table ES-1 Summary of Impacts, Mitigation Measures, and Significance After Mitigation**

Impact	Mitigation Measure	Significance After Mitigation
<b>Aesthetics</b>		
<b>Impact AES-1:</b> Future development carried out under the proposed project may affect public views along designated scenic corridors. Adherence to development review procedures and Plan policies would reduce potential impacts to scenic vistas and corridors to a less-than-significant level.	None required.	Less than significant without mitigation.
<b>Impact AES-2:</b> Future development carried out under the proposed project may impact scenic resources, including trees, rock outcroppings, and historic buildings. This development could result in direct impacts to scenic resources should construction result in the physical demolition, destruction, relocation, or alteration of a scenic resource. However, there are no designated State Scenic Highways in the Planning Area. Compliance with Plan policies and Thousand Oaks Municipal Code would reduce potential impacts to eligible State Scenic Highways to a less-than-significant level.	None required	Less than significant without mitigation.
<b>Impact AES-3:</b> While development under the proposed project could change the visual character and quality of portions of the Planning Area, the proposed project contains goals and policies specifically designed to protect areas of high visual character and quality and improve areas of low visual character and quality. Impacts would be less than significant.	None required	Less than significant without mitigation.
<b>Impact AES-4:</b> New development carried out under the proposed project would add new sources of light and glare to the Planning Area, but development would be required to comply with the City’s lighting regulations. Impact would be less than significant.	None required	Less than significant without mitigation.
<b>Air Quality</b>		
<b>Impact AQ-1:</b> Implementation of TO2045 would not conflict with or obstruct implementation of the Ventura County 2022 AQMP. This impact would be less than significant.	None required	Less than significant without mitigation.
<b>Impact AQ-2:</b> Development facilitated by the project would generate construction and operational emissions. Such emissions may result in adverse impacts to local air quality. Implementation of TO2045 policies and compliance with existing regulations would reduce emissions, but not below applicable levels of significance. Impacts would be significant and unavoidable.	None required	Significant and Unavoidable.
<b>Impact AQ-3:</b> Individual development projects carried out under TO2045 would generate construction- and operational-related emissions. Such emissions may result in adverse impacts to local air quality. However, implementation of Mitigation Measures AQ-1 and AQ-2 and proposed policies and compliance with existing regulations would reduce construction and operational emissions such that it would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.	<p><b>AQ-1: Adopt and Implement a New General Plan Policy that Requires Construction HRA.</b> To reduce impacts of substantial pollutant concentrations on sensitive receptors, the City shall adopt the following General Plan policy in the Conservation Element to be implemented as part of the project approval process:</p> <ul style="list-style-type: none"> <li>▪ Policy 10.7: Require new development that is within 1,000 feet of sensitive receptors, will take longer than 2 months, or does not utilize construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, or uses alternative fuel to prepare a construction health risk assessment (HRA) to identify potential health risk impacts. Based on the results of the HRA, the City shall require mitigation measures as necessary, to reduce potential exposure to toxic air contaminants.</li> </ul> <p><b>AQ-2: Conduct Operational HRA.</b> Prior to permit approval for warehousing or commercial land uses that would generate at least 100 diesel trucks per day or 40 or more trucks with diesel-powered transport refrigeration units per day, the applicant shall submit an operational HRA or submit proof that an HRA is not required in accordance with health risk thresholds of an increased cancer risk of greater than 10.0 in a million and an increased non-cancer risk of greater than 1.0 Hazard Index (Chronic or Acute) to the City for review and approval. If required by the City, the operational HRA shall be prepared in accordance with the OEHHA and mitigated to below the health risk thresholds. Typical measures to reduce risk impacts may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible</li> <li>▪ Electrifying warehousing docks</li> <li>▪ Truck Electric Vehicle (EV) Capable trailer spaces</li> <li>▪ Requiring use of newer equipment and/or vehicles</li> <li>▪ Restricting off-site truck travel through the creation of truck routes</li> </ul> <p>The operational HRA shall be provided to the City for review and concurrence prior to project approval.</p>	Less than significant with mitigation.
<b>Impact AQ-4:</b> The project would not create objectionable odors that could adversely affect a substantial number of people. Impacts related to odors would be less than significant.	None required	Less than significant without mitigation.

Impact	Mitigation Measure	Significance After Mitigation
<p><b>Cumulative Impact:</b> As described under Impact AQ-2, construction facilitated by the project would temporarily increase air pollutant emissions, possibly creating localized areas of unhealthy air pollution levels or air quality nuisances. These temporary impacts would be mitigated with Implementation Action C-A.12 but remain significant and unavoidable. Discussion of these impacts considers the cumulative nature of criteria pollutants in the region; therefore, with mitigation the project would result in a cumulatively considerable net increase of a criteria pollutant from construction emissions. In addition, as described under Impact AQ-2, the project would result in an increase of operational VMT that would be less proportionally than the projected service population increase. Therefore, impacts from operational criteria pollutant impacts from the project would not be cumulatively considerable. Therefore, the overall cumulative impact related to criteria air pollutants would be significant and unavoidable due to construction emissions.</p>	<p>No feasible mitigation measures have been identified</p>	<p>Cumulatively significant and unavoidable.</p>
<p>As identified under Impact AQ-3, development facilitated by the project would not have a significant impact from TACs with implementation of mitigation measures AQ-1 and AQ-2. Discussion of these impacts considers the cumulative nature of the pollutants in the region (e.g., the cancer risk and non-cancer risk thresholds have been set per existing cancer risks in the area and exceeding those thresholds would be considered a cumulative impact). As implementation of the project would not exceed those thresholds with identified mitigation, it would not expose sensitive receptors to a cumulatively considerable amount of substantial pollutant concentrations from TACs. Therefore, the cumulative impact related to TACs would be less than significant with mitigation.</p>	<p>Mitigation Measures AQ-1 and AQ-2 would be applicable.</p>	<p>Less than significant with mitigation.</p>
<p><b>Biological Resources</b></p>		
<p><b>Impact BIO-1:</b> The proposed project could have a substantial adverse effect, either directly or through habitat modifications, on special-status species. Implementation of federal, State, and local regulations and policies, as well as Mitigation Measures BIO-1, BIO-2 and BIO-3, would ensure development facilitated by the proposed project would not have a substantial adverse effect on candidate, sensitive, or special-status species. This impact would be less than significant with mitigation incorporated.</p>	<p><b>BIO-1: Conduct Pre-construction Bird Surveys and Implement Avoidance and Minimization Measures.</b> For construction activities initiated during the bird nesting season February 15 through September 15 (as early as January 1 for raptors), involving removal of vegetation, abandoned structures, man-made features, or other nesting bird habitat, a pre-construction nesting bird survey shall be conducted no more than 5 days prior to initiation of ground disturbance and vegetation removal. The nesting bird pre-construction survey shall be conducted on foot and shall include an area on and around the construction site at a distance determined by a qualified biologist, including staging and storage areas. The minimum survey radii surrounding the work area shall be 500 feet. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in the Thousand Oaks region. If construction lapses for 5 days or longer, the qualified biologist shall conduct another focused survey before project activities are reinitiated. If nests are found, an avoidance buffer shall be determined by the biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside the site. The qualified biologist shall observe the active nest to establish a behavioral baseline of the adults and nestlings, if present. The qualified biologist shall monitor the active nests, while construction activities are happening to detect signs of disturbance and behavioral change as a result of construction impacts, such as noise, vibration, odors, or worker/equipment motion. If signs of disturbance and behavioral changes are observed, the qualified biologist shall stop all construction work causing those changes and until a larger avoidance buffer is established or until it is determined that the nesting period is completed. The buffer shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified of the buffer zone as a “Nesting Bird Area” and to avoid entering the buffer zone until a biologist determines that the nest is no longer active. No ground-disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be included on project site plans and submitted to the City prior to the commencement of construction activities.</p> <p><b>BIO-2: Special Status Bat Species Habitat Assessment Survey and Emergence Survey(s).</b> For future projects where trees, abandoned structures, or other habitat for roosting bats is present and construction activities may occur during seasonal periods of bat activity, construction activities shall occur outside the maternity season from April 1 through August 31, as feasible. Should construction timing not allow for it, a special-status bat habitat assessment survey shall be conducted by a qualified biologist no more than 5 days prior to any construction activities during the bat maternity season. The survey will document any evidence of special-status bat species that may occur in proposed work areas through direct observation (e.g., roosting bats) and/or sign (e.g., bat guano). If no observance and/or sign of special-status bats are detected during these surveys, then construction-related activities may proceed. If observance or sign of special-status bat species are detected during the survey, and construction activities occur during the bat maternity season (April 1 through August 31), special-status bat species emergence survey(s) will be conducted.</p> <p>Emergence surveys will be conducted in areas of suitable bat habitat (e.g., near buildings or trees) during the bat maternity season to document any special-status bat species emerging from features identified during the habitat assessment survey. Generally, the emergence survey(s) will be conducted approximately one hour prior to sunset and last a minimum of two hours after sunset; however, the timing will be determined by the qualified biologist. Passive acoustic monitoring equipment will be utilized during the emergence surveys to determine identify bats to the species level. In the event multiple features were identified in the habitat assessment in which bats may occur, at the discretion of the qualified biologist,</p>	<p>Less than significant with mitigation,</p>

Impact	Mitigation Measure	Significance After Mitigation
	<p>either multiple emergency surveys may be necessary or additional acoustic equipment may need to be set up in order to capture the acoustics of bats as they emerge at dusk.</p> <p>Roosting sites documented within or adjacent to a project site during the maternity season shall be avoided. Specifically, the qualified biologist will determine an appropriate buffer around the roost site where construction shall be avoided. The buffer typically ranges in size, between 100 to 300 feet around the roost site, depending on potential resulting project impacts and surrounding terrain. For example, if a project will result in high noise decibels and the roost site is exposed without surrounding trees or hills, the buffer may be increased to reduce disturbances to the roosting bats during breeding activities. Buffer distances may also be at the discretion of the USFWS and/or CDFW if special-status bat species are present in the maternity roost.</p> <p>Should special-status bat species be documented within a project site, and the roost site cannot be avoided by the project, a bat mitigation and/or management plan shall be developed for roost relocation. Mitigation and management plans will require consultation with and approval from the USFWS and/or CDFW prior to the commencement of construction.</p> <p><b>BIO-3: Conduct Pre-construction Crotch’s Bumblebee Surveys and Implement Avoidance Measures.</b> For construction activities located in vacant or undeveloped areas containing open grasslands, shrublands, or chaparral, a habitat assessment for Crotch’s bumblebee shall be performed by a qualified biologist knowledgeable and experienced with Crotch’s bumblebee and the habitat in which they occur. If the biologist determines that suitable habitat for Crotch’s bumblebee is present, a focused survey shall be performed during the species’ active flight period for Crotch’s bumblebee and peak blooming period of nectar and pollen sources (May 1 through July 31). The Crotch’s bumblebee survey shall be conducted on foot and shall encompass the entirety of a project site and focus on areas that allow for the highest probability of detection, such as high abundance nectar or pollen sources and rodent burrows that may be used for breeding and nesting. If Crotch’s bumblebee is determined to be present, the project proponent shall map the locations of the observed bumblebee, areas of abundant nectar or pollen sources, and any active nesting sites. A report summarizing the results of the habitat assessment and focused survey (if required) shall be prepared by the qualified biologist and shall be submitted to the City prior to the commencement of construction activities. Further, consultation with the CDFW will be necessary in the event Crotch’s bumblebee was observed within a project site and an Incidental Take Permit, in accordance with the California Endangered Species Act, may be required prior to initiating any ground disturbance on the site.</p>	
<p><b>Impact BIO-2:</b> Development facilitated by the proposed project would be subject to adopted federal, State, and local policies, including those the proposed project would implement, which would ensure that riparian habitat, wetlands, and other sensitive natural communities would not be substantially degraded or removed. Therefore, these impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p><b>Impact BIO-3:</b> Implementation of the proposed project would not substantially impede the movement of native resident or migratory fish or wildlife species, or conflict with established native resident or migratory wildlife corridors due to existing City policies within the Municipal Code and implementation of policies proposed by the project. Therefore, this impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p><b>Impact BIO-4:</b> Development facilitated by the 2045 General Plan would be required to conform with applicable local policies and ordinances protecting biological resources. Therefore, this impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p><b>Impact BIO-5:</b> Implementation of the proposed project would not conflict with the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.</p>	<p>None required</p>	<p>No impact.</p>



Impact	Mitigation Measure	Significance After Mitigation
<b>Cultural and Tribal Cultural Resources</b>		
<p><b>Impact CUL-1:</b> Development facilitated by the proposed project could have the potential to cause adverse changes to the significance of historical resources. Impacts would be potentially significant and unavoidable with mitigation incorporated.</p>	<p><b>CUL-1: Historical Resources.</b> Prior to project approval, the project applicant shall submit a report to the City that identifies any historical age features (i.e., structures over 45 years of age) proposed to be altered or demolished. If historical-age features are present, the applicant shall submit a historical resources evaluation to the City prepared in areas that contains buildings, structures, objects, sites, landscape/site plans, or other features that are 45 years of age or older, by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualifications Standards in Architectural History or History (36 CFR Part 61). The evaluation shall be carried out in accordance with the guidelines and best practices meeting the State Office of Historic Preservation guidelines (NPS 2023b). All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the City for review and approval.</p> <p>If historical resources are identified through the survey and evaluation, efforts shall be made by the applicant to ensure that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior’s <i>Standards for the Treatments of Historic Properties</i>. The applicant shall submit a report to the City that identifies and specifies the treatment of character-defining features and construction activities, and demonstrates how the project complies with the Secretary of the Interior’s <i>Standards for the Treatments of Historic Properties</i> and avoids the substantial adverse change in the significance of the historical resource as defined by <i>CEQA Guidelines</i> Section 15064.5(b). The report shall be prepared by an architectural historian or historical architect meeting the Professional Qualifications Standards as defined by 36 CFR Part 61 and provided to the City for review and concurrence prior to project approval.</p> <p>If significant historical resources are identified on a development site and compliance with the Secretary of the Interior’s <i>Standards for the Treatments of Historic Properties</i> and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey report. The report shall comply with the Secretary of the Interior’s <i>Standards for Architectural and Engineering Documentation</i> and shall generally follow the Historic American Building Survey Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Professional Qualifications Standards as defined by 36 CFR Part 61 and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.</p>	<p>Significant and unavoidable with mitigation.</p>
<p><b>Impact CUL-2:</b> The proposed project could potentially adversely affect previously unidentified archaeological resources. This impact would be less than significant with mitigation incorporated.</p>	<p><b>CUL-2: Archaeological Resources Assessment.</b> Prior to project approval of a project that involves ground-disturbance activities (that may include, but are not limited to, pavement removal, potholing, grubbing, tree removal, and grading), the project applicant shall submit to the City an Archaeological Resources Assessment prepared by a qualified archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards in either Prehistoric or Historic Archaeology. Assessments shall include a California Historical Resources Information System records search at the South Central Coast Information Center and a Sacred Lands File Search from the NAHC. The records searches shall characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around the development site. A qualified professional shall conduct a Phase I pedestrian survey for those projects that include undeveloped areas to locate any surface cultural materials.</p> <p>If the Phase I archaeological survey identifies resources that may be affected, the applicant shall also conduct Phase II testing and evaluation. If resources are determined significant or unique through Phase II testing and site avoidance is not possible, the qualified professional shall identify appropriate site-specific mitigation measures in the Phase II evaluation. These measures may include, but would not be limited to, a Phase III data recovery program, avoidance, or other appropriate actions to be determined by a qualified archaeologist. If significant archaeological resources cannot be avoided, impacts may be reduced to a less-than-significant level by filling on top of the sites rather than cutting into the cultural deposits. Alternatively, and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit, to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples would occur as specified by the archaeologist. The City shall review and approve the Archaeological Resources Assessment prior to project approval.</p> <p><b>CUL-3: Unanticipated Discoveries.</b> For projects whose Phase I archaeological survey identifies archaeological resources that may be affected, the applicant shall retain a qualified cultural resource specialist to monitor construction activities that involve ground-disturbing activities greater than 12 inches in depth and occur within 60 feet of a potentially significant cultural resource. If archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall halt and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for Archaeology shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant pursuant to the CEQA and cannot be avoided by the project, additional work, such as excavating the cultural deposit to fully characterize its extent and collecting and curating artifacts may be warranted to mitigate any significant impacts to cultural resources. If archaeological resources of Native American origin are identified during construction, a qualified archaeologist shall consult with the City to begin Native American consultation procedures, which are outlined in Mitigation Measure CUL-4. Periodic reports of the find and subsequent evaluations shall be submitted to the City during construction.</p>	<p>Less than significant with mitigation.</p>
<p><b>Impact CUL-3:</b> Ground disturbance associated with development facilitated by proposed project could potentially disturb or damage known or unknown human remains. This impact would be less than significant with adherence to existing regulations.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>

Impact	Mitigation Measure	Significance After Mitigation
<p><b>Impact CUL-4:</b> The proposed project could potentially adversely impact tribal cultural resources; however, adherence to the requirements of SB 18 and AB 52 would reduce impacts. With mitigation to protect tribal cultural resources, impacts would be less than significant.</p>	<p><b>CUL-4: Suspend Work Around Tribal Cultural Resources Identified During Construction.</b> In the event that cultural resources of Native American origin are identified during ground disturbance during construction of a project implemented under TO2045, all earth-disturbing work in the vicinity of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and, thus, significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with local Native American group(s). The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, the plan shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.</p>	<p>Less than significant with mitigation.</p>
<p><b>Cumulative Impact:</b> The proposed TO2045, and future development facilitated by it, could adversely impact cultural resources and tribal cultural resources. Cumulative development within this geographic scope could disturb areas with the potential to contain historical resources, archaeological resources, and human remains, as well as tribal cultural resources. For other developments that would have significant impacts on cultural resources, similar conditions and mitigation measures described herein would be imposed on those other developments consistent with the requirements of CEQA, along with requirements to comply with all applicable laws and regulations governing said resources.</p> <p>Other reasonably foreseeable future cumulative projects could be located on sites or near sites containing historic resources. These projects could result in adverse changes to the historic resources on their corresponding project sites. However, as historic resources are site-specific, the potential for more than one project to have combined and cumulative impacts on the same historic resource is unlikely. Therefore, the potential for significant cumulative impacts to historic resources would not exist. Cumulative impacts to historic resources would be less than significant. However, impacts of the proposed project would remain significant and unavoidable</p>	<p>No feasible mitigation measures have been identified</p>	<p>Cumulatively significant and unavoidable.</p>
<p><b>Greenhouse Gas Emissions</b></p>		
<p><b>Impact GHG-1:</b> Development facilitated by the project would make progress towards achieving State goals but would not necessarily meet State 2030 or 2045 goals. While construction emissions would be less than significant, development facilitated by the project would not meet the 2030 or 2045 goals during operation. this impact would be significant and unavoidable.</p>	<p><b>GHG-1: Adopt and Implement a CEQA GHG Emissions Threshold.</b> The City shall adopt CEQA GHG Emissions thresholds of significance by the end of 2024 that is consistent with the CEAP for use in future CEQA GHG emissions analyses through 2030. In addition, upon completion of future CEAP updates and as necessary, the City shall update the CEQA GHG emissions threshold of significance to be consistent with each CEAP update.</p> <p><b>GHG-2: Adopt Thousand Oaks CEAP to Meet the State’s 2030 GHG Emissions Goals.</b> The City shall draft and adopt the Thousand Oaks qualified CEAP by the end of 2024 to outline how Thousand Oaks will meet the State’s 2030 goal of 40 percent below 1990 emissions levels and 2045 goal of carbon neutrality. Implementation measures in the updated qualified CEAP to achieve the 2030 and 2045 goals may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Develop and adopt Zero Net Emissions requirements for new and remodeled residential and non-residential development</li> <li>▪ Develop and adopt a building electrification ordinance for existing and/or proposed structures</li> <li>▪ Expand charging infrastructure and parking for EVs</li> <li>▪ Implement carbon sequestration by expanding the urban forest and/or supporting regional open space protection</li> <li>▪ Implement policies and measures included in the California 2022 Climate Change Scoping Plan, such as mobile source strategies for increasing clean transit options and zero-emissions vehicles by providing EV charging stations</li> </ul>	<p>Significant and unavoidable..</p>
<p><b>Cumulative Impact:</b> GHG impacts are assessed in a cumulative context since no single project can cause a discernible change to the climate. Therefore, cumulative significance is based on the same thresholds as the proposed project. In the absence of an adopted numeric threshold for the city of Thousand Oaks, the significance of the project’s GHG emissions is based on project compliance with State reduction targets. In addition, consistency with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. GHG emissions from the operation of the proposed project are provided for informational purposes. As discussed in Impact GHG-1, the proposed project would implement energy and water conservation measures consistent with the latest Title 24 Building Energy Efficiency Standards (Part 6) and Green Building Standards (Part 11), aligned with statewide, regional, and local plans. The proposed project’s objectives include meeting State targets for GHG emissions, infill and mixed-use development that would improve connectivity of land uses and promote the use of alternative modes of transportation. In addition, the project would implement bicycle and EV charging parking spaces consistent with the 2022 CalGreen Standards, which would potentially reduce the reliance of single motor vehicles. However, until the CEAP and a CEQA GHG threshold are adopted, implementation of TO2045 would not be consistent with State GHG reduction plans. As such,</p>	<p>No feasible mitigation measures have been identified</p>	<p>Cumulatively significant and unavoidable.</p>

Impact	Mitigation Measure	Significance After Mitigation
<p>impacts from TO2045's GHG emissions would be significant and unavoidable, and the proposed plan would represent a cumulatively considerable impact related to GHG emissions. Therefore, the cumulative impact related to GHG emissions would be significant and unavoidable.</p>		
<p><b>Land Use and Planning</b></p>		
<p><b>Impact LU-1:</b> The proposed project retains and continues the Planning Area's existing street system and protects its established communities. It would therefore not divide an established community, and impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p><b>Impact LU-2:</b> Because the proposed project and its policies are consistent with SCAG'S 2020 RTP/SCS and other applicable plans, the proposed project would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p><b>Noise</b></p>		
<p><b>Impact NOI-1:</b> Construction of individual projects facilitated by TO2045 could temporarily increase noise levels, potentially affecting nearby noise-sensitive land uses. Development facilitated by TO2045 would also introduce new noise sources and contribute to increases in operational noise. The continued regulation of noise, consistent with the City Code and implementation of proposed TO2045 policies would minimize disturbance to adjacent land uses. However, construction and operational traffic noise could exceed standards. This impact would be significant and unavoidable even with mitigation.</p>	<p><b>NOI-1: Conduct Construction Noise Analysis.</b> Revise proposed TO2045 Policy N-3.2 to include the following:            All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers.            Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels.            Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities, where feasible.            Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the City's construction standards or when the anticipated construction duration is greater than is typical (e.g., 2 years) and adjacent to sensitive receptors. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated STC 32 or higher.</p> <p><b>NOI-2: Implement Roadway Vehicle Noise Reduction Measures.</b> The City shall implement a developer fair share mitigation program to fund the following measures for projects operated on the following roadway segments in the city: Moorpark Road between Hillcrest Drive and Thousand Oaks Boulevard and Hillcrest Drive between Lynn Road and Moorpark Road.</p> <p>The City shall retain a qualified acoustical consultant to prepare a Traffic Noise Reduction Study that specifies, at a minimum, the specific locations, extent, height of sound walls, and other design details such as "quiet pavement" to reduce traffic noise impacts at impacted roadways throughout the city. The study shall also include an estimated cost of improvement along each impacted roadway segment to inform the developer fair share mitigation program. Traffic noise reduction measures may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ <b>Sound Barrier Walls.</b> Construct sound barriers (e.g., walls or solid fences) along impacted roadways where there are no driveways that would break continuity and along the residential portions or other sensitive receiver locations of such roadways. The sound barriers would be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of four pounds per square foot and a minimum height of six feet, as measured from the base elevation; and/or</li> <li>▪ <b>Special Roadway Paving.</b> Install "quiet pavement" roadway improvements, such as rubberized asphalt or open-grade asphalt concrete overlays along impacted roadway segments where sound barriers are determined not to be feasible.</li> </ul>	<p>Significant and unavoidable..</p>

Impact	Mitigation Measure	Significance After Mitigation
<p><b>Impact NOI-2:</b> Construction of individual projects facilitated by TO2045 could temporarily generate groundborne vibration and noise, potentially affecting nearby land uses. Operation of development facilitated by TO2045 would not result in substantial groundborne vibration and noise. This impact would be less than significant with mitigation.</p>	<p><b>NOI-3: Construction Vibration Control Plan.</b> Prior to issuance of a building permit for a project that includes the following, the project applicant shall prepare a groundborne noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities:</p> <ul style="list-style-type: none"> <li>▪ Pile driving within:                             <ul style="list-style-type: none"> <li>▪ 135 feet of fragile structures such as historical resources</li> <li>▪ 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings)</li> <li>▪ 75 feet of engineered concrete and masonry (no plaster)</li> </ul> </li> <li>▪ A vibratory roller within:                             <ul style="list-style-type: none"> <li>▪ 40 feet of fragile historical resources</li> <li>▪ 25 feet of any other structure</li> </ul> </li> <li>▪ A dozer or other large earthmoving equipment within:                             <ul style="list-style-type: none"> <li>▪ 20 feet for a fragile historical structure</li> <li>▪ 15 feet of any other structure</li> </ul> </li> </ul> <p>The noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses, such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment, shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.</p>	<p>Less than significant with mitigation.</p>
<p><b>Impact NOI-3:</b> The project would not expose people residing or working in the Planning Area to excessive noise levels related to airstrip/airport operation. No impact would occur.</p>	<p>None required</p>	<p>No impact.</p>
<p><b>Cumulative Impact:</b> Construction noise generated by TO2045, in combination with construction activities for other cumulative projects that may be constructed simultaneously could, without mitigation, substantially increase noise levels in the vicinity of future projects. Mitigation measures have been identified to help reduce noise from construction equipment from TO2045 projects. Therefore, unless construction of cumulative projects, including those proposed under development facilitated by TO2045, occur near each other and simultaneously, noise from individual construction projects have a small chance of combining to create significant cumulative impacts. Although this scenario is unlikely, and mitigation measures would be implemented to the extent feasible, the potential remains for a cumulatively considerable increase in construction noise from TO2045 projects. Therefore, the cumulative impact related to construction noise would be significant and unavoidable.</p> <p>As discussed in Impact NOI-1, traffic noise increases from development facilitated by TO2045 would contribute to noise level increases that exceed impact criteria and would be cumulatively considerable. Therefore, in combination with traffic noise for other cumulative projects, the cumulative impact related to operational traffic noise would be significant and unavoidable.</p>	<p>No feasible mitigation measures have been identified</p>	<p>Cumulatively significant and unavoidable.</p>
<p><b>Paleontological Resources</b></p>		
<p><b>Impact PAL-1:</b> Development facilitated by the proposed project has the potential to impact paleontological resources. Impacts would be less than significant with mitigation incorporated.</p>	<p><b>PAL-1: Retention of Qualified Professional Paleontologist.</b> Prior to submittal of a discretionary development application in areas underlain by high or undetermined sensitivity geologic units (i.e., Quaternary older alluvium, Monterey Formation, Lower Monterey Formation, Sandstone of Lindero Canyon, Conglomerate of Lindero Canyon, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Conejo Volcanics, basaltic sandstone and siltstone, Lower Topanga Formation, sandstone, Lower Topanga Formation, clay shale, Sespe Formation, Llajas Formation, sandstone, Llajas Formation, claystone and siltstone, Santa Susana Formation, sandstone, Santa Susana Formation, claystone and siltstone, Santa Susana Formation, Simi Conglomerate Member, Chatsworth Formation, sandstone, Chatsworth Formation, clay shale), the City shall require a Qualified Professional Paleontologist [as defined by the SVP (2010)] to be retained by the project applicant to determine the project’s potential to significantly impact paleontological resources according to SVP (2010) standards. If necessary, the Qualified Professional Paleontologist shall recommend mitigation measures to reduce potential impacts to paleontological resources to a less-than-significant level. These measures may include, but not be limited to, implementation of a Worker Environmental Awareness Program, on-site paleontological monitoring, and fossil salvage, if applicable. The City shall review and approve the Qualified Professional Paleontologist’s findings and recommendation. All recommendations shall be incorporated into the project plans prior to issuance of a grading permit.</p>	<p>Less than significant with mitigation.</p>

Impact	Mitigation Measure	Significance After Mitigation
<b>Population and Housing</b>		
<b>Impact POP-1:</b> Implementation of the proposed project could accommodate more growth than envisioned in SCAG's latest RTP/SCS. However, policies and actions included in the proposed project would adequately address the projected population growth. Thus, the proposed project is designed for planned and orderly growth that improves the balance of jobs and housing. this impact would be less than significant.	None required	Less than significant without mitigation.
<b>Impact POP-2:</b> Development carried out under the proposed project could add up to 7,871 new housing units to the city's housing stock and 20,700 new residents by 2045. The proposed project could increase the number of housing units, including multifamily housing units, and would not directly displace any existing housing. Therefore, the proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and this impact would be less than significant.	None required.	Less than significant without mitigation.
<b>Public Services and Recreation</b>		
<b>Impact PS-1:</b> Future development facilitated by the project could increase the population in the Planning Area, which would result in an increase in demand for fire, police, and library services, which would potentially create the need for new fire, police, and library facilities. Compliance with proposed policies in TO2045 and continued environmental review would minimize adverse environmental effects associated with the provision of new or physically altered fire, police, or library facilities. These impacts would be less than significant.	None required.	Less than significant without mitigation.
<b>Impact PS-2:</b> Future development facilitated by the project would be required to pay impact fees that would provide funding for the provision or expansion of new school facilities, pursuant to Government Code Section 65995(b). Impacts from the project would be offset by the payment of impact fees, and impacts would be less than significant.	None required	Less than significant without mitigation.
<b>Impact PS-3:</b> Future development facilitated by the project could increase the population in the Planning Area, which could increase the use of parks and recreational facilities. Adherence to Thousand Oaks Municipal Code regulations and proposed TO2045 policies would ensure impacts related to parks and recreational facilities would be less than significant.	None required	Less than significant without mitigation.
<b>Transportation</b>		
<b>Impact TRA-1:</b> The proposed project would not conflict with the CTP, Connect SoCal, the ATP, the LRSP, or any other applicable program, plan, ordinance, or policy relevant to the transportation system. This impact would be less than significant.	None required	Less than significant without mitigation.
<b>Impact TRA-2:</b> The 2045 citywide VMT per service population with the proposed project would not achieve a reduction of at least 15 percent below the existing citywide VMT per service population. As a result, the proposed project would be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). This impact would be significant and unavoidable.	<b>TRA-1: Achieve VMT Reductions for Development Projects.</b> In the interim, prior to the City adopting VMT Analysis Guidelines included as Implementation Action M-A.7 of the proposed project, for individual projects that exceed the City's recommended threshold below the VMT average based on project-specific VMT analysis, the City shall require the project applicant to implement project-level VMT reduction strategies. The City shall design strategies for the proposed project to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs and project-specific mitigation shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking. VMT reduction strategies may include, but are not limited to, the following: <ol style="list-style-type: none"> <li>1. Provision of bus stop improvements or on-site mobility hubs</li> <li>2. Pedestrian improvements, on-site or off-site, to connect to nearby transit stops, services, schools, shops, etc.</li> <li>3. Bicycle programs, including bike purchase incentives, storage, maintenance programs, and on-site education program</li> <li>4. Enhancements to the citywide bicycle network</li> <li>5. Parking reductions and/or fees set at levels sufficient to incentivize transit, active transportation, or shared modes</li> <li>6. Cash allowances, passes, or other public transit subsidies and purchase incentives</li> <li>7. Providing enhanced, frequent bus service</li> <li>8. Implementation of shuttle service</li> </ol> Following the City's adoption of VMT Analysis Guidelines, individual projects shall be evaluated and mitigated in accordance with the procedures outlined in the VMT Analysis Guidelines.	Significant and unavoidable with mitigation.

Impact	Mitigation Measure	Significance After Mitigation
<b>Impact TRA-3:</b> The proposed project would not substantially increase hazards due to geometric design features or incompatible uses. This impact would be less than significant.	None required	Less than significant without mitigation.
<b>Impact TRA-4:</b> Development facilitated by the proposed project would adhere to existing State and City requirements for emergency access. Therefore, the proposed project would not result in inadequate emergency access. This impact would be less than significant.	None required	Less than significant without mitigation.
<b>Cumulative Impact:</b> Cumulative development could result in changes to baseline VMT conditions that conflict with <i>CEQA Guidelines</i> section 15064.3, subdivision (b). As described in the proposed project would be inconsistent with OPR's recommended VMT threshold for plan-level projects. Because the analysis for the project is based on VMT per service population citywide, the proposed project's significant and unavoidable impact on VMT finding implies that the proposed project would also have a cumulatively considerable contribution. Therefore, cumulative VMT impacts would be significant, and the proposed project would have a cumulatively considerable contribution on VMT impacts.	No feasible mitigation measures have been identified	Cumulatively significant and unavoidable.
<b>Utilities and Service Systems</b>		
<b>Impact UTIL-1:</b> Development facilitated by the proposed project would increase demand for additional utility infrastructure; however, no substantial relocation or construction of utility services would be required to service the proposed project beyond existing conditions. Impacts would be less than significant.	None required	Less than significant without mitigation.
<b>Impact UTIL-2:</b> The overall growth anticipated by the Proposed Project would generate additional water demand in Thousand Oaks that would exceed projected water supplies. With implementation of Mitigation Measure UTIL-1, this impact would be less than significant.	<b>UTIL-1: Provision of a Will Serve Letter.</b> As part of the City's development review process for individual projects, prior to an individual project's approval, the City shall require the project applicant to provide a Will-Serve letter from the water provider that would serve the proposed development that demonstrates the water provider has determined adequate water supplies exist to serve the proposed development. The project applicant shall provide the Will-Serve letter as an attachment to the development applicant submitted to the City for review and approval. The City shall not approve a development application without submission of a Will-Serve letter.	Less than significant with mitigation.
<b>Impact UTIL-3:</b> The proposed project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure. Growth and development facilitated by TO2045 would be developed in accordance with solid waste reduction statutes and regulations. These impacts would be less than significant.	None required	Less than significant without mitigation.
<b>Wildfire</b>		
<b>Impact W-1:</b> TO2045 includes policies to address emergency access, response, and preparedness. Therefore, TO2045 would not substantially impair an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.	None required	Less than significant without mitigation.
<b>Impact W-2:</b> TO2045 includes policies to ensure development would not exacerbate wildfire risk due to slope, prevailing winds, or other factors. Furthermore, development facilitated by TO2045 would adhere to the CFC and be reviewed by VCFD to ensure wildfire risk would not be exacerbated. Therefore, this impact would be less than significant.	None required	Less than significant without mitigation.
<b>Impact W-3:</b> TO2045 would not require the installation or maintenance of substantial infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment associated with fire risk. Therefore, this impact would be less than significant.	None required	Less than significant without mitigation.
<b>Impact W-4:</b> TO2045 includes policies to ensure development would not exacerbate risks from flooding or landslides due to wildfire. Therefore, this impact would be less than significant.	None required	Less than significant without mitigation.

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# 1 Introduction

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This document is a programmatic Environmental Impact Report (EIR) that assesses the potential environmental impacts associated with implementation of an update to the Thousand Oaks General Plan, including nine respective City General Plan elements (collectively referred to in this EIR as the “General Plan Update”, “TO2045”, “2045 General Plan”, “project” or “proposed project”). A programmatic EIR evaluates the effects of broad proposals or planning-level decisions, such as the proposed project, with a level of detail sufficient to allow informed decisions among planning-level alternatives and to develop broad mitigation strategies.

This chapter discusses: (1) the legal basis for preparing an EIR, (2) the proposed project and EIR background, (3) the scope and content of the EIR, (4) the lead, responsible, and trustee agencies, and (5) the environmental review process required under the California Environmental Quality Act (CEQA). The 2045 General Plan is described in detail in Chapter 2, *Project Description*.

## 1.1 EIR Purpose, Type, and Authority

### 1.1.1 Regulatory Purpose

*CEQA Guidelines* Section 15378 defines a project as:

“...the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.”

The 2045 General Plan includes policies and land use designations that could lead to either a direct physical change or indirect physical change in the environment. Further, Section 15378(a)(1) explicitly calls out the “adoption and amendment of local General Plans” as qualifying as a project.

The 2045 General Plan qualifies as a project under CEQA and requires the discretionary approval of the Thousand Oaks City Council; therefore, the proposed project is subject to the environmental review requirements of CEQA. In accordance with Section 15121 of the *CEQA Guidelines* (California Code of Regulations [CCR], Title 14), the purpose of an EIR is to serve as an informational document that:

“...will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.”

As such, the regulatory purpose of this EIR is to disclose the environmental impacts, including any significant effects, of the proposed project, identify ways to avoid or reduce environmental impacts through planning design or environmental mitigation measures, consider feasible alternatives to the proposed project, and integrate public participation and input into the overall planning process.

### 1.1.2 EIR Type

This EIR has been prepared as a programmatic EIR pursuant to Section 15168 of the *CEQA Guidelines*. A programmatic EIR is appropriate for planning documents or other long-term programs. As stated in the *CEQA Guidelines*:



A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- 1) Geographically,
- 2) As logical parts in the chain of contemplated actions;
- 3) In connections with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- 4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

This EIR is programmatic in nature with a broad comprehensive evaluation to cover the actions taken under the longer-range plan. Some future development projects may require additional project-specific environmental review, given that this program EIR analysis is not parcel- or project-specific.

### 1.1.3 Legal Authority

This EIR is intended to serve as an informational document for the public and City of Thousand Oaks decision-makers. The approval process will include public hearings before the Planning Commission and the City Council to consider certification of a Final EIR and adoption of the proposed project. Adoption of the proposed project may not be considered until this EIR has first been considered by the decision-makers and certified by the approving body, in this case the Thousand Oaks City Council.

## 1.2 EIR Background

### 1.2.1 Notice of Preparation

The City of Thousand Oaks distributed a Notice of Preparation (NOP) of the EIR on June 7, 2022, for a 30-day agency and public review period starting on June 7, 2022, and ending on July 7, 2022. In addition, the City held an EIR Scoping Meeting on June 23, 2022. The meeting was aimed at providing information about the proposed project to members of public agencies, interested stakeholders, and residents/community members, and at receiving input on the scope of the environmental review.

### 1.2.2 Comments Received in Response to the NOP

The City received written scoping comment letters in response to the NOP during the public review period. The NOP is included in Appendix A of this EIR, along with the written NOP responses that were received. Table 1-1 summarizes the content of the letters and verbal comments received during the June 23, 2022 EIR Scoping Meeting and where the issues raised are addressed in this EIR.

**Table 1-1 NOP Comments and EIR Location Information**

Commenter	Issue Area/Issues Raised	How and Where Addressed in the EIR
<b>Agency Comments</b>		
California Department of Fish and Wildlife	<ul style="list-style-type: none"> <li>Recommends analysis of how projected climate change will affect biological resources within the project footprint.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
	<ul style="list-style-type: none"> <li>Recommends analysis of impacts to sensitive habitats and open space within the project area.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
	<ul style="list-style-type: none"> <li>Recommends analysis of any impacts to wildlife corridors.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
	<ul style="list-style-type: none"> <li>Recommends measures are provided to avoid impacts to nesting birds.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
	<ul style="list-style-type: none"> <li>Recommends measures are provided to avoid tree removal and loss of habitat.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
	<ul style="list-style-type: none"> <li>Recommends measures are provided to avoid impacts to bats.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
	<ul style="list-style-type: none"> <li>Notes take of Crotch's bumble bee could require mandatory finding of significance by the City or project proponent.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
	<ul style="list-style-type: none"> <li>Requests preliminary delineation of streams and riparian habitats are included.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
	<ul style="list-style-type: none"> <li>Notes opposition to development that would reduce wetland habitat.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
	<ul style="list-style-type: none"> <li>Recommends inclusion of infections tree disease. management plan or list of preventative measures.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
California Department of Transportation	<ul style="list-style-type: none"> <li>Recommends the EIR stipulate that no invasive plant material be used for landscaping.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
	<ul style="list-style-type: none"> <li>Notes vehicle miles traveled is the standard transportation analysis metric for CEQA for land use projects after July 1, 2020.</li> </ul>	Section 4.11, <i>Transportation</i> .
	<ul style="list-style-type: none"> <li>Notes developments in the General Plan Update should incorporate multi-modal and complete street transportation elements.</li> </ul>	Section 4.11, <i>Transportation</i> .
	<ul style="list-style-type: none"> <li>Requests environmental report ensure all modes of transportation are served by planning and development activities, including the reduction of single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled.</li> </ul>	Section 4.11, <i>Transportation</i> .
	<ul style="list-style-type: none"> <li>Encourages lead agency to evaluate potential Transportation Demand Strategies and Intelligent Transportation System applications for the General Plan Update.</li> </ul>	Section 4.11, <i>Transportation</i> .
	<ul style="list-style-type: none"> <li>Encourages traffic safety impact analysis during the CEQA review process.</li> </ul>	Section 4.11, <i>Transportation</i> .
<ul style="list-style-type: none"> <li>Requests the lead agency consider a post-development vehicle miles traveled analysis policy for monitoring and validation purposes and future project thresholds in the area.</li> </ul>	Section 4.11, <i>Transportation</i> .	

<b>Commenter</b>	<b>Issue Area/Issues Raised</b>	<b>How and Where Addressed in the EIR</b>
Conejo Recreation and Park District	<ul style="list-style-type: none"> <li>Requests growth projections and maps to properly prepare and comment on the EIR</li> </ul>	Section 2, <i>Project Description</i> .
County of Ventura Resource Management Agency	<ul style="list-style-type: none"> <li>Requests any foreseeable lands that will be annexed are disclosed in the General Plan and evaluated in the EIR, if applicable.</li> </ul>	Section 2, <i>Project Description</i> .
	<ul style="list-style-type: none"> <li>Requests EIR consider measures to conserve habitat wildlife corridors.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
	<ul style="list-style-type: none"> <li>Requests improvements to wildlife movement over State Route 23 be studied.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
	<ul style="list-style-type: none"> <li>Requests consideration of provided Conservation and Open Space Element policies for the General Plan Update.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein.
	<ul style="list-style-type: none"> <li>Requests consideration of provided climate change policies for the General Plan Update.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein.
	<ul style="list-style-type: none"> <li>Requests consideration of provided inter-jurisdictional coordination goal and policy for the General Plan Update.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein.
Native American Heritage Commission	<ul style="list-style-type: none"> <li>Notes consultation pursuant to Senate Bill 18 and Assembly Bill 52.</li> </ul>	Section 4.4, <i>Cultural Resources and Tribal Cultural Resources</i> .
	<ul style="list-style-type: none"> <li>Notes confidentiality of information submitted by a Tribe during the environmental review process.</li> </ul>	Section 4.4, <i>Cultural Resources and Tribal Cultural Resources</i> .
	<ul style="list-style-type: none"> <li>Recommends consideration of feasible mitigation.</li> </ul>	Section 4.4, <i>Cultural Resources and Tribal Cultural Resources</i> .
Ventura Local Agency Formation Commission	<ul style="list-style-type: none"> <li>Requests the utilities section include a discussion of the circumstances that allow the City of provide water service within some areas outside of its municipal boundaries.</li> </ul>	Section 4.12, <i>Utilities and Service Systems</i> .
	<ul style="list-style-type: none"> <li>Requests coordination to ensure policies of the Thousand Oaks Area Plan and General Plan Update are mutually supportive.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein.
	<ul style="list-style-type: none"> <li>Requests consideration of two implementation programs contained within the Thousand Oaks Area Plan.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein.
	<ul style="list-style-type: none"> <li>Requests consideration of Ventura Local Agency Formation Commission Guidelines for Orderly Development.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein.
	<ul style="list-style-type: none"> <li>Requests the City develop a plan for annexation of unincorporated Ventu Park community to the City.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein.
	<ul style="list-style-type: none"> <li>Requests to be notified when the Draft EIR is ready for review.</li> </ul>	Section 1, <i>Introduction</i> .

Commenter	Issue Area/Issues Raised	How and Where Addressed in the EIR
Ventura County Air Pollution Control District	<ul style="list-style-type: none"> <li>Requests air quality assessment consider consistency with the 2016 Air Quality Management Plan.</li> </ul>	Section 4.2, <i>Air Quality</i> .
	<ul style="list-style-type: none"> <li>Recommends Ventura County Air Quality Assessment Guidelines to evaluate all potential air quality impacts.</li> </ul>	Section 4.2, <i>Air Quality</i> .
	<ul style="list-style-type: none"> <li>Recommend the California Air Resources Board’s Mobile Source Strategy, Climate Change Scoping Plan, and the Governor’s Office of Planning and Research <i>CEQA Guidelines</i> Draft Technical Advisory be used to address impacts of climate change and greenhouse gases in Ventura County.</li> </ul>	Section 4.5, <i>Greenhouse Gas Emissions</i> .
	<ul style="list-style-type: none"> <li>Provides information on its Incentive Programs and notes these existing programs may be included in the City’s General Plan Update if the City should qualify for funding.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein.
	<ul style="list-style-type: none"> <li>Encourages additional Programs and Implementation Measures to reduce generation of mobile emissions.</li> </ul>	Section 4.2, <i>Air Quality</i> ; Section 4.11, <i>Transportation</i> .
	<ul style="list-style-type: none"> <li>Request the General Plan Update include an element dedicated to Air Quality.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein.
	<ul style="list-style-type: none"> <li>Recommend new policies and procedures are adopted which align with Ventura County Air Pollution Control District recommendations.</li> </ul>	Section 4.2, <i>Air Quality</i> .
	<ul style="list-style-type: none"> <li>Notes Ventura County Air Pollution Control District may review the waste section of the GPU to ensure organic waste diversion policies per Senate Bill 1383 are designed such that odors from organic waste are reduced.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein.
<b>Public Comments</b>		
Chuck Cohen	<ul style="list-style-type: none"> <li>Notes did not see an Economic Impact element as part of the General Plan Update.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein. Further, pursuant to <i>CEQA Guidelines</i> Section 15131(a), economic or social effects of a project are not treated as significant effects on the environment.
	<ul style="list-style-type: none"> <li>Notes property owners have interest in integration of lands among sites identified for a revised land use designation.</li> </ul>	Section 2, <i>Project Description</i> .
Christine Cyran	<ul style="list-style-type: none"> <li>Notes the City contains enough shopping centers, stores, and office buildings, many of which are vacant.</li> </ul>	Section 4.6, <i>Land Use and Planning</i> .
	<ul style="list-style-type: none"> <li>Notes the City has limited water supply, despite ongoing construction.</li> </ul>	Section 4.12, <i>Utilities and Service Systems</i> .

Commenter	Issue Area/Issues Raised	How and Where Addressed in the EIR
Christina Duffy	<ul style="list-style-type: none"> <li>▪ Addition of cars on local streets/roads and commuters on US 101.</li> </ul>	Section 4.11, <i>Transportation</i> .
	<ul style="list-style-type: none"> <li>▪ Requests information on improvements to bike, pedestrian, and alternative modes of transportation</li> </ul>	Section 4.11, <i>Transportation</i> .
	<ul style="list-style-type: none"> <li>▪ Intersection and roadway safety for cyclists.</li> </ul>	Section 4.11, <i>Transportation</i> .
Mic Farris	<ul style="list-style-type: none"> <li>▪ Requests inclusion of a reduced scope alternative whereby projected buildout numbers listed in the Briefing Book and Notice of Preparation Map are reduced.</li> </ul>	Section 6, <i>Alternatives</i> .
	<ul style="list-style-type: none"> <li>▪ Requests a detailed analysis of citywide impacts of land use designation changes be conducted as part of environmental review.</li> </ul>	The effects of land use changes proposed by the project are analyzed throughout this EIR.
	<ul style="list-style-type: none"> <li>▪ Requests General Plan Land Use maps include a Planning Area Boundary and the City Urban Restriction Boundary.</li> </ul>	Section 2, <i>Project Description</i> .
	<ul style="list-style-type: none"> <li>▪ Requests evaluation of General Plan amendments against voter approval requirements.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein.
	<ul style="list-style-type: none"> <li>▪ Requests detailed citywide analysis of parks/open space designations, residential densities, and commercial acreages.</li> </ul>	Section 4.6, <i>Land Use and Planning</i> ; Section 4.10, <i>Public Services and Recreation</i> .
	<ul style="list-style-type: none"> <li>▪ Requests evaluation of wildlife corridor protections.</li> </ul>	Section 4.3, <i>Biological Resources</i> .
	<ul style="list-style-type: none"> <li>▪ Requests General Plan policies for new development require dedication of sufficient park lands and conversion of commercial lots to residential.</li> </ul>	Section 4.10, <i>Public Services and Recreation</i> .
	<ul style="list-style-type: none"> <li>▪ Requests information regarding how increased water demand will be addressed, including a consideration of recycled or gray water for landscaping.</li> </ul>	Section 4.12, <i>Utilities and Service Systems</i> .
	<ul style="list-style-type: none"> <li>▪ Asks if there are ways to encourage battery storage to enhance solar energy.</li> </ul>	Section 4.14, <i>Effects Found Not to Be Significant</i> .
	<ul style="list-style-type: none"> <li>▪ Asks if there will be an evaluation of policies to reduce urban heat effects. Asks if drought tolerant trees can be required to promote shaded areas. Requests policies are recommended to reduce heat islands and require white rooftops.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein.
	<ul style="list-style-type: none"> <li>▪ Request evaluation of separated bike lanes.</li> </ul>	Section 4.11, <i>Transportation</i> .
<ul style="list-style-type: none"> <li>▪ Requests the use of CERT trailers during evacuation.</li> </ul>	Comment pertains to the development of the General Plan and therefore is not addressed herein.	
<ul style="list-style-type: none"> <li>▪ Requests language incorporated into the General Plan which recommends the removal of non-native fast burning vegetation and restoration of areas with vegetation to create more soil moisture.</li> </ul>	Section 4.13, <i>Wildfire</i> .	
<ul style="list-style-type: none"> <li>▪ Notes extreme weather events could place areas of focused development at flood risk.</li> </ul>	Section 4.14, <i>Effects Found Not to Be Significant</i> .	

Commenter	Issue Area/Issues Raised	How and Where Addressed in the EIR
Mark Sellers	<ul style="list-style-type: none"> <li>Requests EIR preparers be aware of increased difficulties with renting traditional office space post COVID-19.</li> </ul>	Pursuant to <i>CEQA Guidelines</i> Section 15131(a), economic or social effects of a project shall not be treated as significant effects on the environment.
	<ul style="list-style-type: none"> <li>Requests EIR preparers be aware retail center restructurings are becoming more common.</li> </ul>	Pursuant to <i>CEQA Guidelines</i> Section 15131(a), economic or social effects of a project shall not be treated as significant effects on the environment.
	<ul style="list-style-type: none"> <li>Notes an increase in vacant buildings should be avoided.</li> </ul>	Pursuant to <i>CEQA Guidelines</i> Section 15131(a), economic or social effects of a project shall not be treated as significant effects on the environment.
	<ul style="list-style-type: none"> <li>Requests good faith effort at full disclosure for preparing the EIR that evaluates the environmental benefits of encouraging new residential mixed-use projects and the adverse indirect environmental effects of urban decay if the proposed mixed-use areas are deleted or reduced.</li> </ul>	The effects of land use changes proposed by the project are analyzed throughout this EIR.
Shane Swerdlow	<ul style="list-style-type: none"> <li>Notes continued support for Mixed-Use Low land use designation proposed for their property and other sites on Moorpark Road, between Hillcrest Drive and Wilbur Road.</li> </ul>	Comment is noted. A description of the proposed land use changes are provided in Section 2, <i>Project Description</i> .
	<ul style="list-style-type: none"> <li>Requests the City to reevaluate and reduce vehicular parking requirements as zoning regulations are updated.</li> </ul>	Section 4.11, <i>Transportation</i> .
Karen Wilburn	<ul style="list-style-type: none"> <li>Requests EIR explore following issues concerning Borchard property: impact to flora and fauna on wetlands, flood impact, presence of fungus coccidioides, and traffic impacts</li> </ul>	Section 4.2, <i>Air Quality</i> ; Section 4.3, <i>Biological Resources</i> ; Section 4.11, <i>Transportation</i> ; and Section 4.14, <i>Effects Found Not to Be Significant</i> . Note that this EIR is a programmatic analysis (see Section 1.1.2) and parcel-specific impact analyses are not included.

## 1.3 Scope and Adequacy

### 1.3.1 Scope and Sources

This EIR addresses impacts related to all topics listed in 2022 *CEQA Guidelines* Appendix G.

The alternatives chapter of this EIR (Section 6, *Alternatives*) was prepared in accordance with Section 15126.6 of the *CEQA Guidelines* and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the project while feasibly attaining most of the basic project objectives. In addition, the alternatives chapter identifies the “environmentally superior” alternative among the alternatives assessed. The alternatives evaluated include the CEQA-required “No Project” alternative and two alternative development scenarios for the Planning Area.

In preparing this EIR, use was made of pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and other background documents. References are included as footnote citation references, where relevant, throughout this EIR document.

### 1.3.2 Content Adequacy

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. Section 15151 of the *CEQA Guidelines* provides the standard of adequacy on which this document is based. The *CEQA Guidelines* state:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.

## 1.4 Lead, Responsible, and Trustee Agencies

### 1.4.1 Lead Agency

The *CEQA Guidelines* define lead, responsible and trustee agencies. The City of Thousand Oaks is the lead agency for the proposed project, because it holds principal responsibility for approving the proposed project.

### 1.4.2 Responsible Agencies

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over a project or plan.

### 1.4.3 Trustee Agencies

A trustee agency refers to a State agency having jurisdiction by law over natural resources affected by a project or plan. The California Department of Fish and Wildlife (CDFW) is a trustee agency for the proposed project. Additionally, the California Geological Survey (CGS) and California Department of Forestry and Fire Protection (CalFire) are trustee agencies for the proposed project. The Board of Forestry and Fire Protection (Board), which is a government-appointed body within the California Department of Forestry and Fire Protection (CalFire), is responsible for reviewing the Safety Element under Government Code section 65302.5. The Board reviews the Safety Element and responds to the City with its findings regarding the uses of land and policies in State Responsibility Areas (SRAs) or Very High Fire Hazard Severity Zones (VHFHSZs) that will protect life, property, and natural resources from unreasonable risks associated with wildfires, and the methods and strategies for wildfire risk reduction and prevention within SRAs or VHFHSZs (Gov. Code, Section 65302.5, subd. (b)(3)). Additionally, CGS is responsible for reviewing the Safety Element and providing findings regarding the policies and land uses included in the Safety Element.

## 1.5 Environmental Review Process

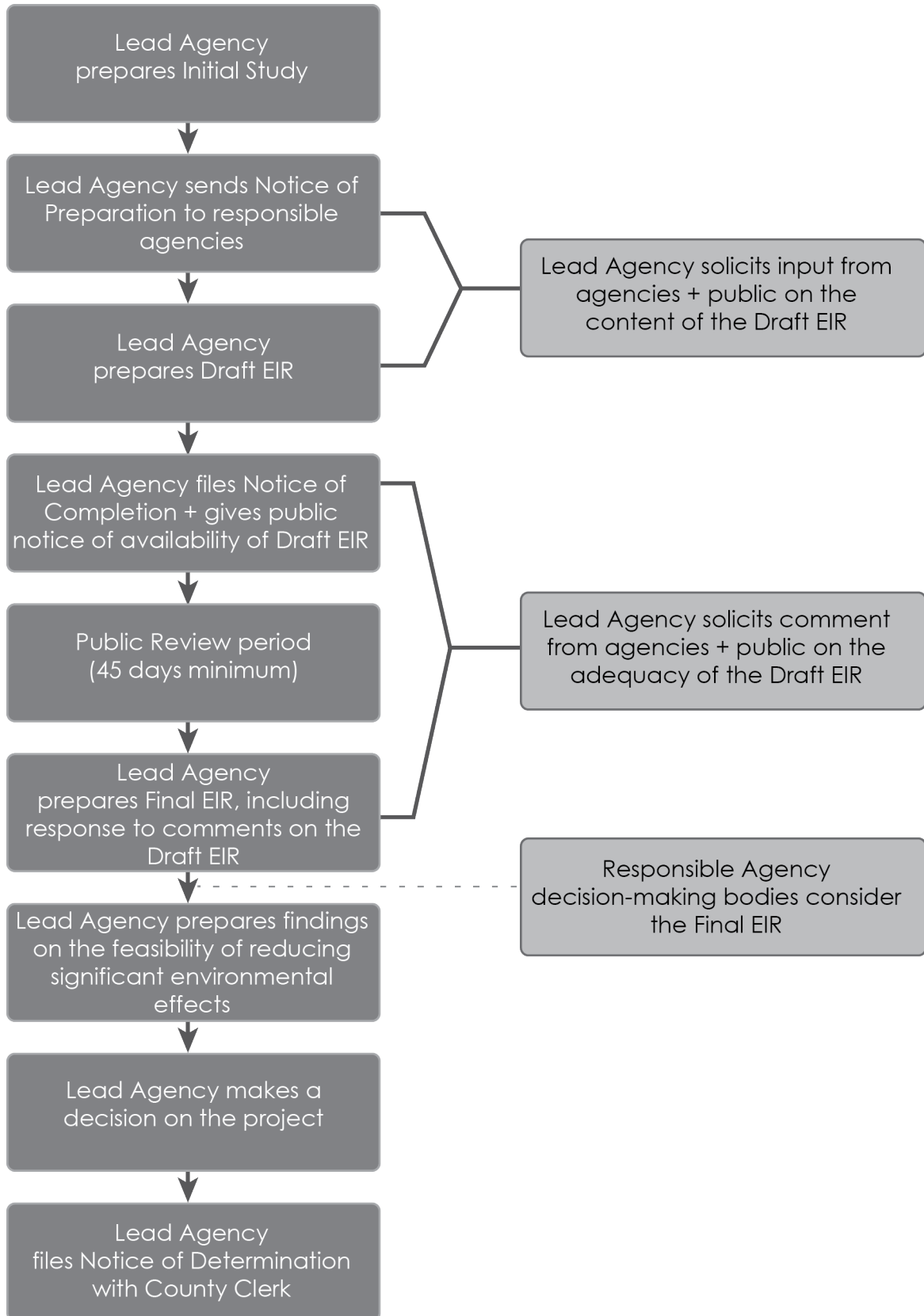
The environmental impact review process, as required under CEQA, is summarized below and illustrated in Figure 1-1. The steps are presented in sequential order.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency (City of Thousand Oaks) filed a NOP on June 7, 2022, soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP for this EIR was posted in the Ventura County Clerk’s office for 30 days. In addition, the City of Thousand Oaks held an EIR Scoping Meeting on June 23, 2022.
2. **Draft EIR.** This Draft EIR contains the following required components: a) table of contents or index, b) summary, c) project description, d) environmental setting as part of the various topical sections, e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing, and unavoidable impacts) as part of the various topical sections, f) a discussion of alternatives, g) mitigation measures as part of the various topical sections, and h) discussion of irreversible change (*CEQA Guidelines* Sections 15120 through 15132).
3. **Notice of Completion (NOC)/Notice of Availability (NOA).** The lead agency must file a NOC with the State Clearinghouse when it completes a Draft EIR to serve as notice for State agencies (Public Resources Code 21161; *CEQA Guidelines* 15085(a), 15372) and prepare a Public NOA of a Draft EIR. The lead agency must file the NOA in the County Clerk’s office where it will be posted for 30 days (Public Resources Code Section 21092.3; *CEQA Guidelines* 15087(d)) and send a copy of the NOA to anyone requesting it (*CEQA Guidelines* Section 15087). Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation, b) posting on and off the project site (not appropriate for citywide or plan-level efforts such as the proposed project), and c) direct mailing to owners and occupants of contiguous properties (not appropriate for citywide or plan-level efforts such as the proposed project). The lead agency must solicit input from other agencies and the public and respond in writing to all comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless the State Clearinghouse approves a shorter period (Public Resources Code Section 21091). Given such requirements, this Draft EIR will be noticed via publication in a newspaper of general circulation and involve a 45-day public review and comment period.
4. **Final EIR.** A Final EIR must include the following components: a) the Draft EIR, b) copies of comments received during public review, c) list of persons and entities commenting, and d) responses to comments (*CEQA Guidelines* Section 15132).
5. **Final EIR Certification.** Prior to making a decision on the proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA, b) the Final EIR was presented to the decision-making body of the lead agency (i.e., Thousand Oaks City Council), and c) the decision-making body reviewed and considered the information in the Final EIR prior to approving the proposed project (*CEQA Guidelines* Section 15090).
6. **Lead Agency Decisions on Project.** The lead agency may: a) disapprove the proposed project because of its significant environmental effects, b) require changes to the proposed project to reduce or avoid significant environmental effects, or c) approve the proposed project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).



7. **Findings/Statement of Overriding Considerations.** If the lead agency chooses to approve the proposed project, for each significant impact of the proposed project identified in the EIR, the lead agency must find, based on substantial evidence, that either: a) the proposed project has been changed to avoid or substantially reduce the magnitude of the impact, b) changes to the proposed project are within another agency's jurisdiction and such changes have or should be adopted, or c) specific economic, social, or other considerations make the mitigation measures or proposed project alternatives infeasible (*CEQA Guidelines* Section 15091). If an agency approves a plan or project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring Reporting Program.** When the lead agency approves a proposed project and makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects (*CEQA Guidelines* Section 15097).
9. **Notice of Determination (NOD).** The lead agency must file a NOD after deciding to approve a plan or project for which an EIR is prepared (*CEQA Guidelines* Section 15094). A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).

**Figure 1-1 Environmental Review Process**



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## 2 Project Description

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The proposed project analyzed in this EIR is the City of Thousand Oaks 2045 General Plan Update. This section of the EIR describes the key characteristics of the General Plan Update, including the project proponent/lead agency, the geographic extent of the project, project objectives, required approvals, and the types and extent of development forecasted under the General Plan Update.

### 2.1 Project Proponent

The City of Thousand Oaks is both the project proponent and the Lead Agency for the 2045 General Plan Update. The City's Community Development Department, located at 2100 Thousand Oaks Boulevard, Thousand Oaks, California 91362, directed preparation of this EIR with the assistance of Rincon Consultants, Inc.

### 2.2 Thousand Oaks 2045 General Plan

TO2045 is a comprehensive update to the City of Thousand Oaks' existing General Plan (also known as the Development Plan) which was originally prepared in 1970. While some sections of the current General Plan have been updated over the years, the City has not comprehensively updated the General Plan since 1970.

#### 2.2.1 General Plan and Zoning Background

Under State of California law (Government Code section 65300 *et seq.*), every city and county in the State is required to adopt a general plan that functions as the comprehensive policy document for future growth and development. The purpose of a jurisdiction's general plan is to function as a "constitution" for land use planning and to provide a basis for sound decisions regarding long-term physical development in the incorporated area, as well as in any land outside city boundaries (e.g., land within a City's Sphere of Influence [SOI]). California Government Code section 65302 requires general plans to include the following eight elements: Land Use (LU), Circulation, Housing, Conservation (C), Open Space, Noise (N), Safety (S), and Environmental Justice. Additional elements may be included at the discretion of a jurisdiction. All elements have equal weight, and no element supersedes another. Cities and counties may amend the general plan up to four times per year (each amendment may include any number of changes), and cities are encouraged to keep the plan current through regular updates.

The 1970 General Plan Land Use Element (last updated in 1997) specifies 16 separate land use designations. These land use designations define the basic categories of land use allowed in the City and are implemented through the City's Zoning Ordinance and Zoning Map, which contain more specific regulations and standards that govern development on individual properties. Under State law, a property's zoning is required to be consistent with its general plan land use designation (Government Code section 65860). Section 65860(c) of the Government Code requires that when a general plan is amended or updated in a way that makes the zoning ordinance inconsistent with the general plan, "the zoning ordinance shall be amended within a reasonable time so that it is consistent with the general plan as amended." However, the code does not specify a time period that would constitute a "reasonable time."

## 2.2.2 Thousand Oaks 2045 General Plan Overview

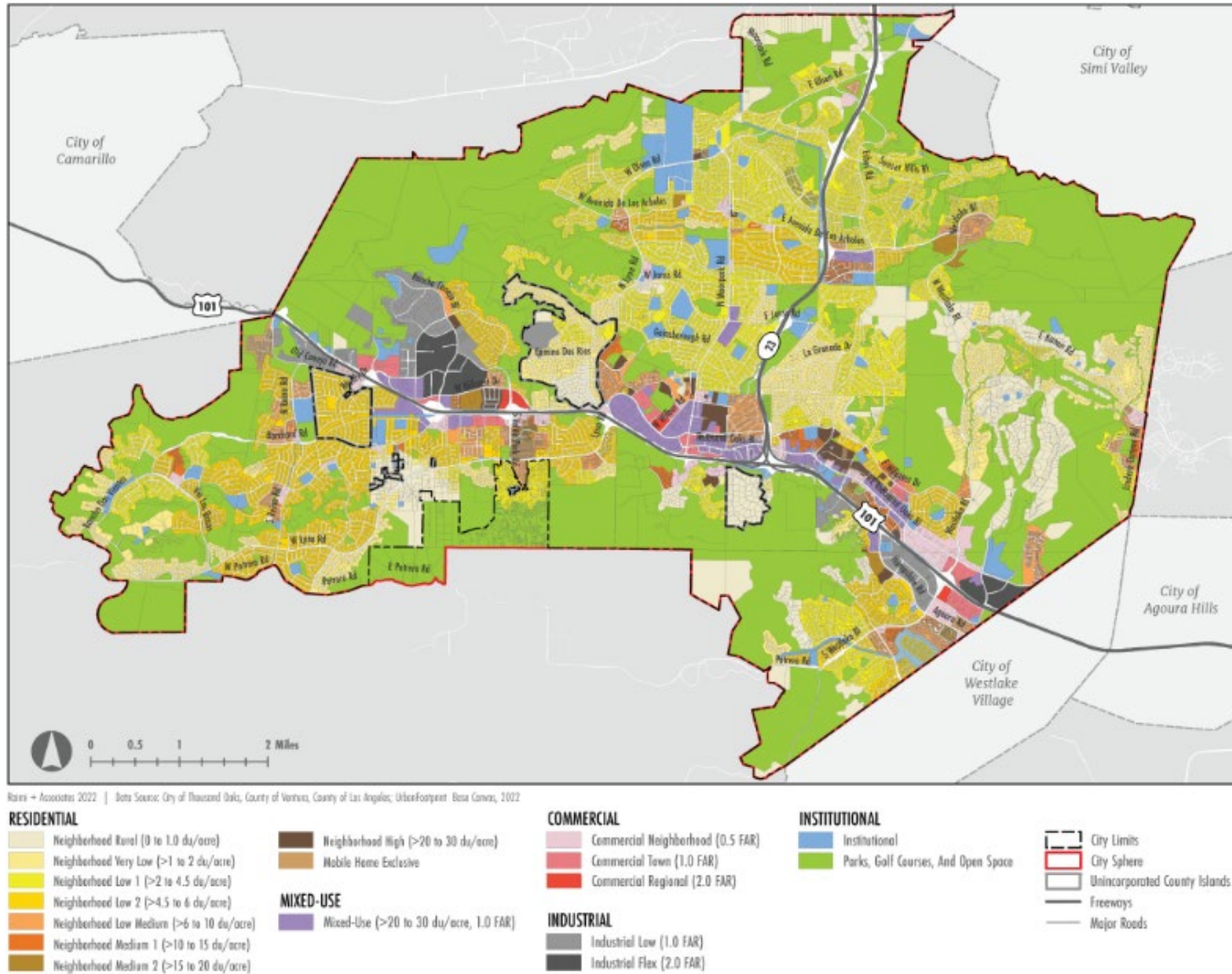
TO2045 establishes the community's vision for future development in the city through the planning horizon year of 2045. As part of the general plan update process, the City's existing General Plan has been rewritten with updated goals, policies, and implementation actions that reflect the community's current vision for Thousand Oaks. The City's General Plan Land Use Diagram (Figure 2-1) has been updated to reflect the City's aspirations for accommodating planned development through 2045 and changes in State law. The boundaries of the General Plan Land Use Diagram encompass the Planning Area. Upon adoption of the 2045 General Plan, the City would review its Zoning Ordinance, including its Zoning Map, to ensure consistency with TO2045.

The 2045 General Plan is organized into the following elements: Land Use, Mobility (M), Parks and Open Space (POS), Conservation, Community Facilities and Services (CFS), Arts and Culture (AC), Safety, Noise, Governance (G), and Implementation. Together, these elements cover all topics required to be included in a general plan under State law. Except for Implementation, each element describes the statutory requirements and existing conditions and context for its related topic areas, followed by key issues and opportunities, and goals and policies to guide the City's management and development through 2045.

TO2045 emphasizes infill and adaptive redevelopment within city limits. A focus is placed on increasing opportunities for new housing, retail and services in key areas of the city, such as along Thousand Oaks Boulevard, in the "downtown core" and in "village centers" (key areas are discussed in Section 2.5.1.1, *Area Specific Guidance*). The 2045 General Plan emphasizes maintenance of existing residential neighborhoods while revitalizing underutilized land with mixed-use development. This emphasis is intended to establish more complete neighborhoods that meet the daily needs of residents by providing housing, jobs, shopping, and recreational opportunities in close proximity to one another. New development would occur primarily where existing roads, water, and sewer are in place and in a manner that would minimize the impact of development on existing infrastructure and services, as well as the need to expand infrastructure and services. The 2045 General Plan also provides the policy framework to guide future development toward land uses that support walking, biking, and transit networks.

The City is also drafting a Climate and Environmental Action Plan (CEAP), which is a long-range plan that outlines comprehensive strategies to reduce greenhouse gas (GHG) emissions and address other sustainability issues. The CEAP's strategies would be in-line with the State's GHG reduction targets of 40 percent below 2010 emission levels by 2030 and 80 percent below emission 2010 levels by 2050. Since the CEAP is in process and not yet adopted by the City, it is not considered in this environmental analysis of the 2045 General Plan.

Figure 2-1 Proposed Land Use Map



## 2.3 Project Objectives

The 2045 General Plan Update presents a vision for the future of the City and a set of major strategies for how the City will achieve that vision. This vision and its major strategies capture the City’s key values and aspirations for the future. They reflect the collective ideas from community members and City leaders that provided input to help shape the 2045 General Plan Update.

The TO2045 vision statement is as follows:

Thousand Oaks—surrounded by a ring of open space and varieties of mature, native oak trees—is a tight-knit community where people of all ages, stages of life, and backgrounds can thrive in a suburban, family-friendly environment. Its high quality of life is supported by award-winning public schools and services, extensive parks and recreation offerings, world-renowned arts and culture facilities and programs, and biotech and emerging technology businesses. Residents and visitors alike value the safe, welcoming, family-friendly atmosphere.

The community values that guided the crafting of the vision statement and are embedded throughout the General Plan Update are aimed at creating and maintaining an inclusive, welcoming, diverse, adaptive, suburban, climate-friendly, and family-friendly community that has access to mobility options, natural beauty, parks, public services, schools, jobs, and the arts.

The major strategies were crafted to address issues and opportunities identified by and facing the community. The TO2045 major strategies, contained in Section 3, *Vision and Guiding Principles*, are listed below:

1. Maintain the “ring of green” open space at the outer edges of the city to provide a physical separation from adjacent communities, beautiful vistas, and a connection with nature;
2. Preserve and expand the existing urban forest, especially oak trees, through tree preservation and the significant addition of new trees;
3. Enhance visual gateways to the city with iconic architecture, open spaces, and monument signs;
4. Expand the existing network of parks and trails, so that all residents are within a short walk of a park, trail, or other open space;
5. Preserve and enhance single-family and multifamily neighborhoods as low-scale, family-friendly, and safe places to live; recognize that the majority of residential neighborhoods will experience minimal change over the time horizon of the General Plan;
6. Create a new “downtown core” for the city near the Civic Arts Plaza;
7. Revitalize underutilized land and opportunity areas (including malls, older shopping centers, and Thousand Oaks Boulevard) with a diverse mix of uses including residential;
8. Expand the number and types of entertainment options;
9. Create “village centers” throughout the community that provide retail and services, gathering places, and multifamily housing;
10. Expand the number and diversity of jobs in biotech, healthcare, and education and attract new jobs and businesses to the city to create a balanced and economically resilient economy;
11. Support California Lutheran University (CLU) and Los Robles Regional Medical Center as community stakeholders;

12. Create a diversity of housing types and affordability levels, including mixed-use and multifamily development;
13. Establish a human-scaled network of complete streets that includes enhanced bicycle, pedestrian, and transit networks;
14. Expand the high-quality, diversity, and accessibility of public facilities and services, focusing on youth, seniors, and residents with special needs;
15. Take steps to protect the city against future natural or human-caused disasters, including earthquakes and wildfires, and develop resilience plans to respond to such events;
16. Meet or exceed State-established targets for GHG emissions, energy use, water use, and recycling;
17. Maintain long-term fiscal sustainability by increasing revenues through land use and other policy changes.

Key emphases include maintenance and expansion of open space, trails, and trees, along with enhancement of visual gateways; preservation of single-family and multifamily neighborhoods while creating a diversity of housing types; creation and better utilization of new mixed-use areas; expansion of entertainment options, jobs, and public facilities/services; supporting community stakeholders; establishing a multi-modal and human-scaled transportation network; protecting the city from disasters; and achieving climate and fiscal sustainability.

## 2.4 Characteristics of the Proposed 2045 General Plan

The 2045 General Plan's nine elements describe the statutory requirements and existing conditions and context for the related topic areas, followed by key issues and opportunities, and goals and policies to guide the City's management and development into the future. The General Plan also includes an Implementation chapter that lists all the implementation actions needed to implement the vision, goals, and policies of the General Plan. The nine elements included in the 2045 General Plan are described below. All elements cover statutory requirements and key issues and opportunities specific to the element's focus. Section 2.4.11, *Housing Element*, which is part of the 2045 General Plan, was separately adopted on January 25, 2022.

### 2.4.1 Land Use Element

The Land Use Element of the General Plan contains long-term development goals and policies that directly shape land use decisions and the resulting physical form of Thousand Oaks. The Land Use Element serves as the primary means for ensuring that land use designations are logically organized and developed sustainably. The Land Use Element covers existing land uses, health and environmental justice, and new land use designations to guide land use development.

Goals in the Land Use Element include those listed below (goals for area-specific guidance are included in Section 2.5.1.1):

**Goal LU-1:** Create a land use pattern of development that preserves existing neighborhoods while providing opportunities for targeted infill projects in strategic locations to enhance the quality of life, preserve the natural environment, and ensure the long-term fiscal viability of Thousand Oaks.

**Goal LU-2:** Preserve and enhance existing neighborhoods throughout the City.



**Goal LU-3:** Promote a diversity of housing types for Thousand Oaks residents through all stages of life.

**Goal LU-4:** Support the creation of safe, affordable, and sanitary housing that supports people of all ages, incomes levels, and abilities in Thousand Oaks.

**Goal LU-5:** Enhance quality of life, enable active modes of transportation, and provide housing opportunities with vibrant mixed-use areas.

**Goal LU-6:** Enhance the City's core high-value employment sectors and diversify its job base in a manner that contributes to the City's long term economic vitality.

**Goal LU-7:** Redevelop underperforming commercial areas to support a thriving local economy.

**Goal LU-8:** Support high-quality and visually interesting design and construction of all buildings throughout the City.

**Goal LU-9:** Design public streets and other spaces for pedestrians that foster interaction, activity, and safety.

**Goal LU-10:** Preserve views of the mountains and ridgelines and unique entryways to Thousand Oaks.

**Goal LU-11:** Power existing and new buildings with clean energy.

**Goal LU-12:** Promote healthy living for all residents of Thousand Oaks.

These goals and associated policies inform decisions around residential neighborhoods specifically to preserve and enhance existing residential neighborhoods, promote a diversity of housing types, and create safe, affordable and sanitary housing. Goals also aim to provide housing opportunities in mixed-use areas that support active transportation modes. Industrial, commercial, and retail development are addressed by goals calling for the enhancement and diversification of the city's job base and redevelopment of underperforming commercial areas. Community design and public realm goals call for high-quality and visually interesting design along with pedestrian scale public streets and preservation of scenic views. The Land Use Element also includes goals to power buildings with sustainable energy and promote citywide healthy living.

As shown on Figure 2-1, the specific land use designations in the Land Use Element include various residential and non-residential designations, as well as a mixed-use designation. Residential designations range from Neighborhood Rural (0 to 1 dwelling units [du] per acre) to Neighborhood High (20 du to 30 du per acre). Single-family designations are spread throughout the city, while higher density designations are located near major transportation arterials (such as State Route [SR] 23, United States Highway 101 [US 101], Thousand Oaks Boulevard and Moopark Road) along with mixed-use designations. The Mixed-use designation allows for a mix of residential and commercial uses, intended to foster a walkable environment. Other land use designations include various commercial designations (ranging from 0.5 floor to area ratio [FAR] to 2 FAR), industrial, institutional, and parks, golf courses, and open space.

### 2.4.1.1 Area Specific Guidance

The Land Use Element includes goals and policies for specific sub-areas in the city, including Rancho Conejo, The Oaks Mall, Moorpark Road/Janss Marketplace, Thousand Oaks Boulevard, Downtown Core, Westlake/East End, and Village Centers. These sub-areas are shown in Figure 2-2 and goals for development in each area are as follows:

**Downtown Core:** Create a Downtown Core that is a vibrant and welcoming place that serves as the “heart of the city” (Goal LU-13). This goal would be achieved through creation of a human-scaled environment with ample residential and retail opportunities, and an emphasis on entertainment options (Figure 2-3).

**Thousand Oaks Boulevard:** Activate Thousand Oaks Boulevard as a walkable, mixed-use area with housing, retail, restaurants, office, and services (Goal LU-14). This goal would be achieved through revitalization of the Boulevard into a mixed-use and human-scaled area (Figure 2-4).

**The Oaks Mall:** Repurpose The Oaks Mall into a mixed-use center combining housing, entertainment, visitor serving uses, retail, and other employment uses in a walkable neighborhood (Goal LU-15). This goal would be achieved by a thoughtful transformation of a single-use mall into a vibrant mixed-use and walkable neighborhood (Figure 2-5).

**Moorpark Road/Janss Marketplace:** Repurpose Moorpark Road between Thousand Oaks Boulevard and Wilbur Road into a mixed-use district (Goal LU-16). This goal would be achieved through higher intensity, mixed-use development that create a walkable urban streetscape (Figure 2-6).

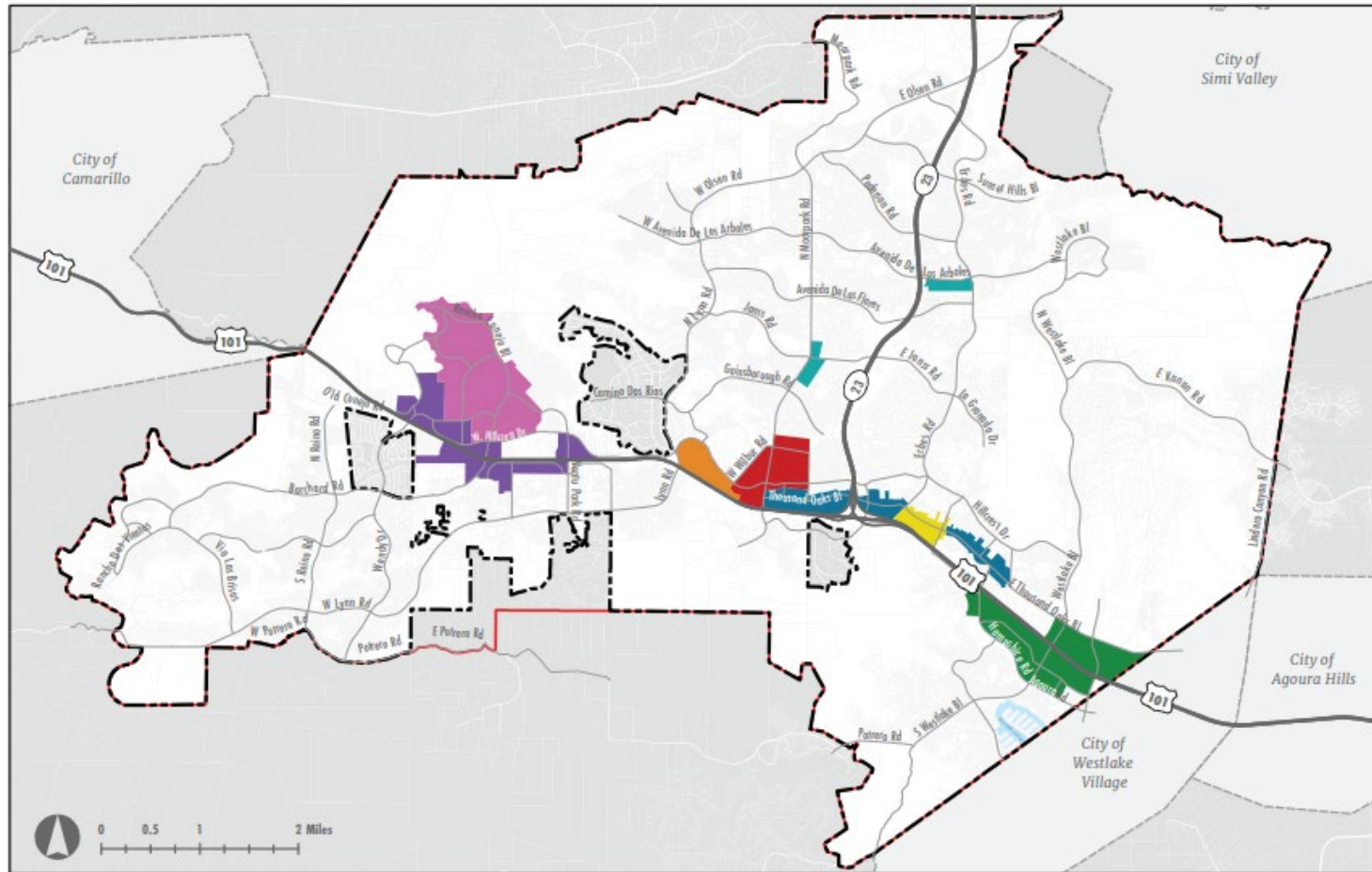
**Rancho Conejo:** Reinforce the Rancho Conejo North employment district as an innovation campus and research park that offers workforce housing options, supportive commercial, and hospitality uses (Goal LU-17). This goal would be achieved through promotion of biotech and technology industry, and expanding the range of allowed land uses to include multifamily housing, mixed use, commercial and retail uses, and hospitality (Figure 2-7).

**US 101 Corridor:** Diversify the US 101 Corridor and the Ventu Park and US 101 Interchange (Goal LU-18). This goal would be achieved through encouragement of a mixed-use area with housing, office, and service uses, and development of the Borchard property as a new, mixed use district with a diversity of housing types, retail, community uses, and a park.

**Westlake/East End:** Enhance the Westlake and East End employment districts as a cohesive mix of employment, commercial, and hospitality uses (Goal LU-19). This goal would be achieved by intensifying employment uses and encouraging a variety of office types and continuing to support the diversity of retail and service commercial businesses in the area (Figure 2-8).

**Mixed-use Village Centers:** Develop thriving, walkable Village Centers that support the daily needs of residents in the vicinity and offer housing in limited locations (Goal LU-20). This goal would be achieved by encouraging multifamily housing and mixed-use development as part of existing commercial retail centers and enhancing access to these areas through bicycle and pedestrian improvements (Figure 2-9).

Figure 2-2 General Plan Sub-Areas



Raini + Associates 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles

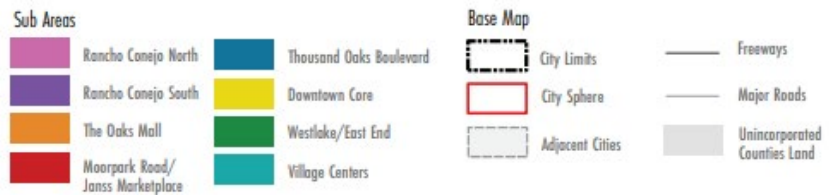
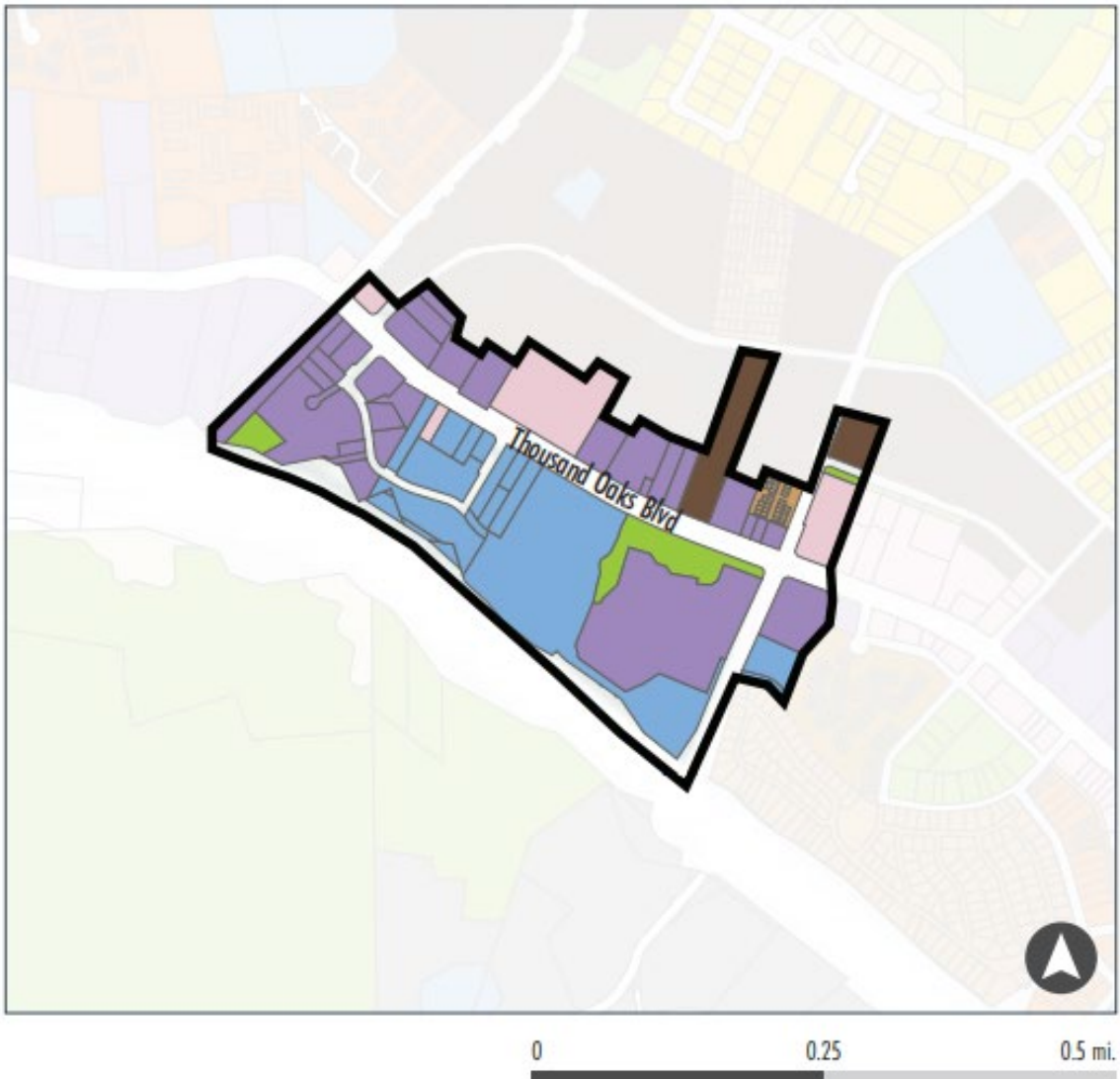


Figure 2-3 Downtown



**RESIDENTIAL**

 Neighborhood Medium 2 (>15 to 20 du/acre)

 Neighborhood High (>20 to 30 du/acre)

**MIXED-USE**

 Mixed-Use (>20 to 30 du/acre, 1.0 FAR)

**COMMERCIAL**

 Commercial Neighborhood (0.5 FAR)

**INSTITUTIONAL**

 Institutional

 Parks, Golf Courses, and Open Space

Figure 2-4 Thousand Oaks Boulevard

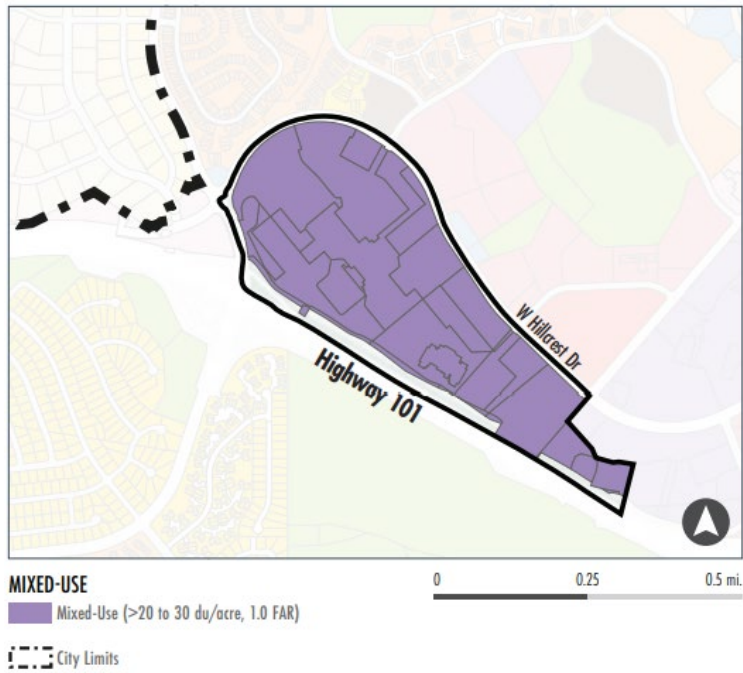


- |   |                      |
|---|----------------------|
| <b>RESIDENTIAL</b>                        | <b>INSTITUTIONAL</b> |
| Neighborhood High (>20 to 30 du/acre)     | Institutional        |
| Neighborhood Medium 1 (>10 to 15 du/acre) |                      |
| <b>MIXED-USE</b>                          | City Limits          |
| Mixed-Use (>20 to 30 du/acre, 1.0 FAR)    |                      |
| <b>COMMERCIAL</b>                         |                      |
| Commercial Neighborhood (0.5 FAR)         |                      |
| Commercial Town (1.0 FAR)                 |                      |

0 0.25 0.5 1.0 mi.



**Figure 2-5 The Oaks**



**Figure 2-6 Moorpark Road/Janss Marketplace**

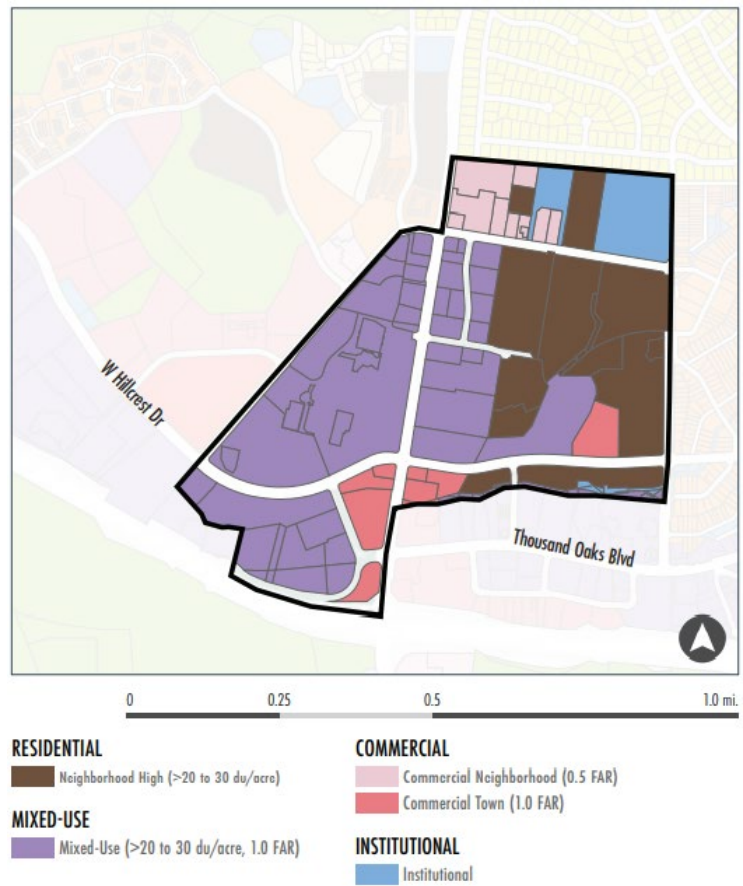
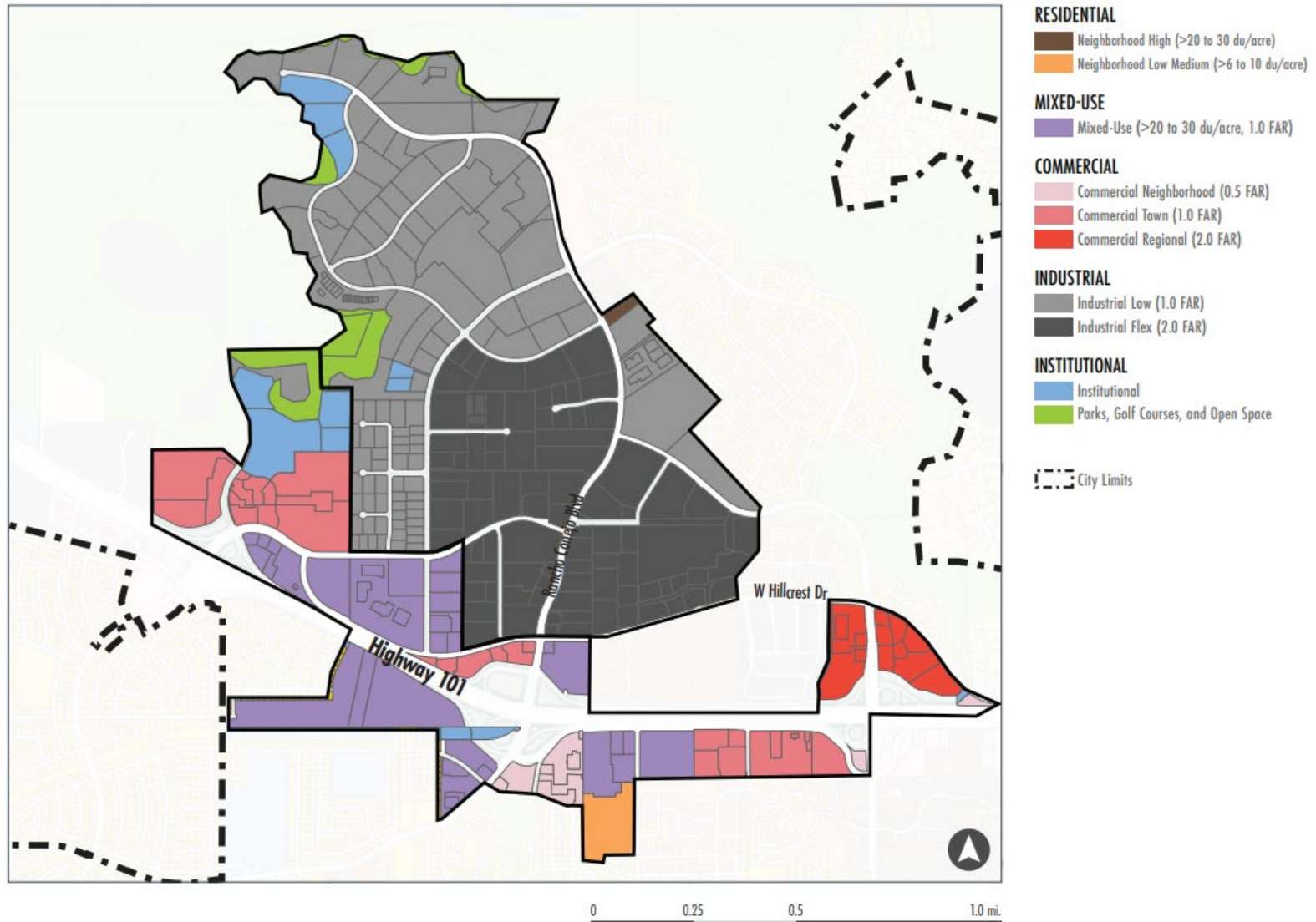
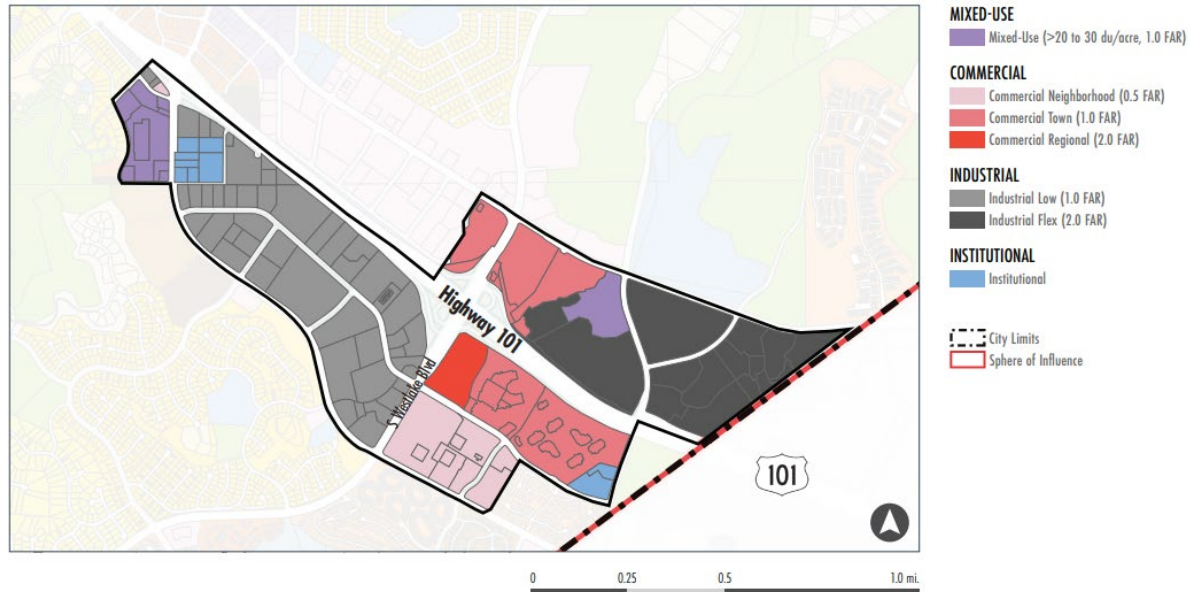


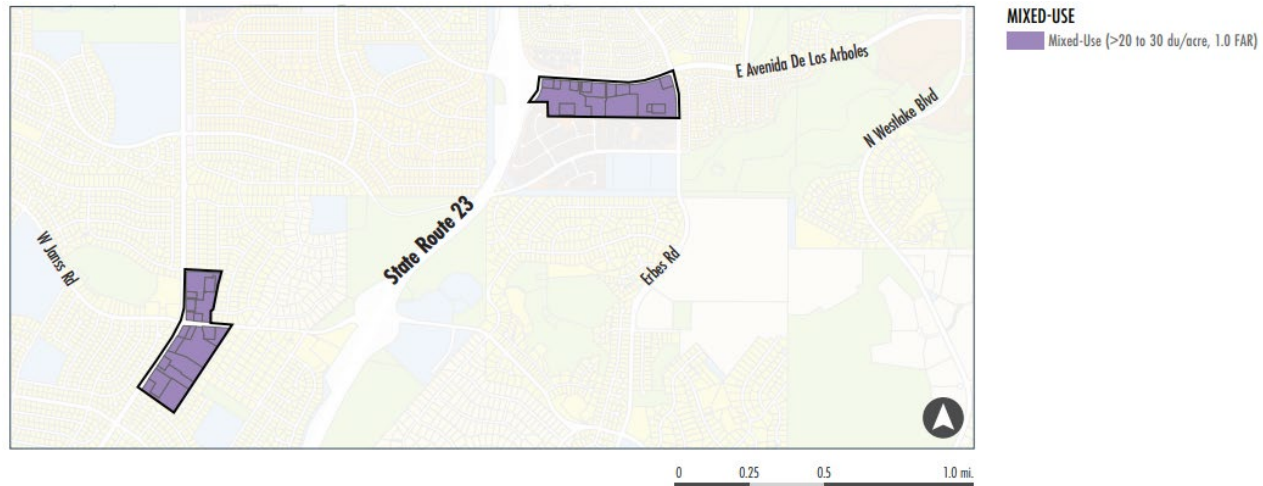
Figure 2-7 Rancho Conejo North and South



**Figure 2-8 Westlake and East End**



**Figure 2-9 Mixed-Use Village Centers**





### 2.4.1.2 Health and Environmental Justice

The purpose of the health and environmental justice requirement in general plans is to identify and reduce risks in communities disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. Pursuant to Senate Bill (SB) 1000, the Land Use Element includes an analysis of health and environmental justice. California Government Code (Section 65040.12) defines environmental justice as “the fair treatment and meaningful participation of people of all races, culture and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” Three census tracts (tracts 69, 70, and 71) in the city are considered to be disadvantaged communities according to the disadvantaged screening analysis pursuant to SB 1000. To meet the provisions of SB 1000, TO2045 therefore includes environmental justice policies throughout the General Plan. Current and new residents of these areas would benefit from implementation of environmental justice policies, such as those that encourage siting of residences far from roadways or polluting industry, offering health-promoting programs, or supporting food distribution programs.

### 2.4.2 Mobility Element

The Mobility Element of the General Plan is aimed at improving access and connectivity for residents, businesses, and visitors. Topics covered in the Mobility Element include implementation plans, overview of the transportation system and functional classification, and overviews of the pedestrian, bicycle, and transit networks. Goals include:

**Goal M-1:** Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.

**Goal M-2:** Create and maintain a public transit system that is equitable, affordable, efficient, and accessible to all people in Thousand Oaks.

**Goal M-3:** Create and maintain a transportation system that improves community health.

**Goal M-4:** Create a transportation system that will accommodate future growth that provides for all modes.

**Goal M-5:** Create and maintain a transportation system that fosters vibrant commercial centers and economic resiliency.

**Goal M-6:** Create and maintain a transportation system that reduces impacts to the environment while leveraging sustainability innovations.

The goals are aimed at creating and maintaining a multi-modal transportation system that is equitable, affordable, efficient, sustainable and accessible to all people in Thousand Oaks while improving outcomes for community health and providing flexibility to accommodate future growth.

### 2.4.3 Parks and Open Space Element

The purpose of the Parks and Open Space Element is to protect natural open spaces, provide access to maintained parks, and maintain community character and quality of life. Topics covered include open space, parks, and recreation systems. Goals include:

**Goal POS-1:** Create and maintain beautiful and accessible parks and recreational facilities that meet the needs of all residents of Thousand Oaks.

**Goal POS-2:** Provide diverse and affordable recreational programs and services for all Thousand Oaks residents, regardless of age, activity level, physical ability, or income level.

**Goal POS-3:** Expand and fund parks to keep pace with the City's long-term growth.

**Goal POS-4:** Preserve open space lands for future generations of Thousand Oaks residents.

**Goal POS-5:** Complete the connected ring of natural open space around the developed portions of Thousand Oaks.

**Goal POS-6:** Manage and regulate open spaces to protect the natural environment.

**Goal POS-7:** Design trails and open spaces to encourage outdoor recreation and education while protecting natural resources.

**Goal POS-8:** Manage open spaces to reduce risk of natural hazards and promote the safety of the public.

The goals aim to preserve open space resources, complete the connected natural ring of open space around the city, protect the natural environment while encouraging outdoor recreation, and manage risks of natural hazards related to open space. Recreation specific goals include providing opportunities for recreation throughout the city and for all residents.

#### 2.4.4 Conservation Element

The Conservation Element guides conservation and development, balancing community needs with resource preservation. Topics covered include scenic resources and landforms, the community forest, biological resources, air quality, and cultural and historic resources. Goals include:

**Goal C-1:** Conserve Thousand Oaks' physical setting and natural scenic resources.

**Goal C-2:** Minimize and mitigate the visual effects of new urban development on hillsides.

**Goal C-3:** Maintain and expand a healthy community forest in Thousand Oaks.

**Goal C-4:** Protect oak and landmark trees to maintain Thousand Oaks' unique environmental character.

**Goal C-5:** Properly manage, conserve, and protect native plant communities.

**Goal C-6:** Protect sensitive, rare, threatened, or endangered species.

**Goal C-7:** Connect wildlife habitat and wildlife populations.

**Goal C-8:** Preserve natural streams.

**Goal C-9:** Minimize disturbance of wetlands and riparian habitat.

**Goal C-10:** Achieve and maintain air quality that protects public health, safety, and welfare for those who live or work in the City and for visitors.

**Goal C-11:** Protect historical and culturally significant resources, which contribute to the community's sense of identity.

Goals related to natural resources aim to conserve natural scenic resources, maintain and expand the community forest, protect oak and landmark trees, conserve native plant communities, protect and connect wildlife species, and preserve natural streams, wetlands, and riparian habitats. Air quality goals address protecting public health, safety and welfare of residents and visitors throughout air pollution mitigation. Goal C-11 calls for the protection of cultural and historic resources.

## 2.4.5 Community Facilities and Services Element

The Community Facilities and Services Element is aimed at maintaining public facilities and services that meet community needs. Topics covered in this element include City utilities and infrastructure (i.e., water provision, sewer and wastewater treatment, solid waste collection and recycling, stormwater management, energy, and telecommunications), public safety (i.e., police, fire protection, and emergency response), and public facilities and services (i.e., schools, libraries, healthcare, and public buildings). Goals include:

- Goal CFS-1:** Develop citywide infrastructure that supports existing and future development.
- Goal CFS-2:** Support access to high quality telecommunication services.
- Goal CFS-3:** Ensure a sustainable water supply that supports existing and future community needs.
- Goal CFS-4:** Encourage building and landscape design that conserves or recycles water.
- Goal CFS-5:** Provide sewage conveyance and treatment capacity to meet community needs.
- Goal CFS-6:** Provide solid waste services that meet the demands of residents and businesses.
- Goal CFS-7:** Provide stormwater drainage facilities with capacity during storm events.
- Goal CFS-8:** Achieve and maintain applicable surface water and groundwater quality standards.
- Goal CFS-9:** Ensure fire protection for all residents and businesses in the City of Thousand Oaks.
- Goal CFS-10:** Provide police services for all residents and businesses in the City.
- Goal CFS-11:** Ensure effective response to a range of emergencies, including multiple simultaneous emergencies.
- Goal CFS-12:** Provide high quality, safe, well-maintained, and sustainable facilities, and services for City operations.
- Goal CFS-13:** Provide public library services that support residents of all ages and abilities.
- Goal CFS-14:** Ensure access to quality health and mental healthcare and social services that support all stages of living in Thousand Oaks.
- Goal CFS-15:** Diverse and affordable recreational programs and services for all Thousand Oaks residents, regardless of age, activity level, physical ability, or income level.
- Goal CFS-16:** Support access to high quality educational opportunities for lifelong learning.
- Goal CFS-17:** Support the ongoing operations and expansion of California Lutheran University in Thousand Oaks.

Goals support existing and future community needs, improved public service delivery, and ensuring that infrastructure keeps pace with projected long-term growth. Since some community services and facilities are provided by other public agencies (such as the Ventura County Sheriff's Office or Conejo Valley Unified School District), intergovernmental coordination is a key component of policies in this element.

### 2.4.6 Arts and Culture Element

The Arts and Culture Element's purpose is to support the cultural environment and the creative economy, which includes artists, photographers, musicians, writers, designers, and other creative professionals located in Thousand Oaks. The Arts and Culture Element addresses cultural assets, cultural affairs, and arts and cultural funding. Goals include:

**Goal AC-1:** Advance cultural equity for the diversity of all Thousand Oaks residents and workers.

**Goal AC-2:** Embrace arts and culture as a key partner to Thousand Oaks' economic development.

**Goal AC-3:** Ensure the Civic Arts Plaza remains the vibrant cultural center of Thousand Oaks.

**Goal AC-4:** Enhance and expand arts, cultural, and creative experiences throughout all areas of the community.

**Goal AC-5:** Foster new generations of culturally literate and healthy residents.

**Goal AC-6:** Assure effective arts and cultural leadership for the Thousand Oaks community.

**Goal AC-7:** Utilize arts and culture as a policy tool for other civic goals.

**Goal AC-8:** Secure diverse and sustainable arts and cultural funding.

Goals are related to advancement of cultural equity, arts and economic development, maintenance of the Civic Arts Plaza, expansion of residential cultural and creative experiences, support of arts and culture leadership, and securing arts and cultural funding.

### 2.4.7 Safety Element

The Safety Element's purpose is to protect residents from safety hazards, including both natural hazards and human-induced hazards. Goals include:

**Goal S-1:** Minimize the risk of loss of life, injury, damage to property, and economic and social dislocation resulting from fault rupture and seismically induced ground shaking.

**Goal S-2:** Minimize loss, injury, damage, and economic and social dislocations resulting from soil landslide, debris flow, soil expansion, and settlement.

**Goal S-3:** Minimize loss, injury, damage, and economic and social dislocation resulting from soil hazards.

**Goal S-4:** Minimize loss of life, injury, property damage, and economic and social dislocations resulting from inundation by dam failure or floods.

**Goal S-5:** Provide necessary prevention services to reduce loss and damage due to wildfire.

**Goal S-6:** Reduce community vulnerability to climate-related threats and increase community resilience.

**Goal S-7:** A sustainable community with reduced energy demand and greenhouse gas emissions.

**Goal S-8:** Protect the community and environment from the effects of hazardous materials released into the air, land, or water.

**Goal S-9:** Protect life and property from the potential effects of terrorism.

**Goal S-10:** Limit loss of life and economic disruption due to pandemics.

Goals relate to reducing hazards from faulting and seismic hazards, landslides and debris flows, soil hazards, flood hazards, dam failure, wildland fires, urban fires, climate variability, temperature and extreme heat, precipitation, drought, hazardous materials, domestic terrorism, and disease.

## 2.4.8 Noise Element

The Noise Element is aimed at minimizing exposure to excessive noise. Topics covered include noise compatibility for various land uses, as well as noise from highways and freeways, primary arterials and major local streets, local industrial uses, and other stationary noise sources. Goals include:

**Goal N-1:** Promote a pattern of land uses that is compatible with current and future noise levels.

**Goal N-2:** Minimize adverse noise impacts associated with transportation.

**Goal N-3:** Minimize excessive intermittent noise.

These goals are related to promoting noise compatible land uses and minimization of adverse transportation noise impacts and excessive noise (such as from construction).

## 2.4.9 Governance Element

The Governance Element is aimed at continuing the City government's positive relationship with residents, businesses, and visitors. Topics covered in this element include transparency and accountability, community engagement, regional partnerships, equity, and fiscal sustainability. Goals include:

**Goal G-1:** Engage and empower all members of the community to participate in the City's decision-making process.

**Goal G-2:** Create a more equitable, accessible, safe, welcoming, and inclusive government and community regardless of race, color, ethnicity, religion, gender, physical or mental ability, sexual orientation, gender identity and expression, age, language, education and/or socioeconomic status.

**Goal G-3:** Provide municipal government leadership that is open and responsive to residents and is characterized by ethical behavior, stability, and transparency.

**Goal G-4:** Operate City government in a fiscally and managerially responsible way to ensure that the City of Thousand Oaks remains one of California's most desirable places to live, work, visit, recreate, and raise a family.

**Goal G-5:** Foster partnerships with other regional and local agencies to ensure residents have access to high quality parks, recreation, education and leisure programs and services.

**Goal G-6:** Support and promote a City brand and identity that represents a multigenerational, diverse, welcoming, and innovation-driven community.

**Goal G-7:** Implement the 2045 General Plan and regularly update the plan to respond to new opportunities and challenges.

Goals promote engaging and empowering community members, creating an equitable and welcoming community, providing a transparent and responsible municipal government, operating in a fiscally responsible manner, and fostering regional partnerships.

### 2.4.10 Implementation Actions

The concluding chapter of TO2045 describes implementation actions that would mobilize and execute the goals and policies included in the General Plan. Actions generally include creation of ordinances or updates to master plans. Each implementation action is assigned a time frame, the goals it implements, and a responsible City department. Not every goal or policy has an associated implementation action.

### 2.4.11 Housing Element

The City adopted its current Housing Element on January 25, 2022, covering the period from June 30, 2021, to October 15, 2029. The Housing Element was submitted to the California Department of Housing and Community Development (HCD) for review and comment, and the City is working with HCD to resolve comments and anticipates certification of the Housing Element from HCD by Fall of 2023. The 2045 General Plan Update incorporates any revisions to the 2021 Housing Element as required by HCD. No changes are being proposed to the Housing Element as part of its incorporation into the 2045 General Plan Update.

## 2.5 General Plan Growth Projections

In order to streamline future projects under this EIR, this program-level EIR analyzes the possible potential growth allowed under TO2045, pursuant to *CEQA Guidelines* Section 15168. As shown in Table 2-1, the General Plan Update EIR will analyze a total of 7,871 new housing units and 11,845 new jobs in Thousand Oaks, and the EIR will use this figure to calculate and determine potential environmental impacts. Thousand Oaks had a population of 124,439 persons and 48,207 housing units in 2022 and 74,640 jobs in 2021 (DOF 2023, Southern California Association of Governments [SCAG] 2022). This will bring the total number of housing units to 56,070 and jobs to 86,468. Table 2-1 below lists the total increase in new development by land use. This lists the maximum development anticipated as a result of the General Plan Update. However, it is important to note that there is no guarantee that all the allowable development potential in TO2045 will actually be built, and this represents a conservative estimate to guide environmental analysis.

**Table 2-1 Development Potential Analyzed in the EIR**

<b>Unit Type</b>	<b>Estimated New Units (2023-2045)</b>	<b>Estimated New Jobs (2023-2045)</b>
Single Family (detached and attached)	486	N/A
Multifamily	6,725	N/A
Accessory Dwelling Units	660	N/A
Retail	N/A	716
Service	N/A	1,626
Office/Research &Development	N/A	6,715
Manufacturing	N/A	275
Warehouse	N/A	436
Hotel	N/A	1,420
Other	N/A	657
<b>Total</b>	<b>7,871</b>	<b>11,845</b>

The residential growth projection target was allocated to different parts of the city expected to experience new development over the time-horizon of the 2045 General Plan. Since the 2045 General Plan promotes infill development and expanding the diversity of types of housing units, the majority of the new development was identified as multifamily, infill housing. The growth was focused primarily on areas that allow higher density and height and mixed-use development. These areas included the identified growth areas of The Oaks Mall, Janss Marketplace, along Thousand Oaks Boulevard, around Rancho Conejo and in Village Centers (as discussed in Section 2.4.1.1). Additional residential development was identified for vacant parcels with an existing residential land use designation and new accessory dwelling units (ADU). After calculating the development potential of vacant and underutilized properties, a total of 7,871 potential new units is being analyzed in the General Plan Update EIR.

The non-residential growth projections were based on the most recent growth projections developed by the SCAG. SCAG’s model predicts that employment in Thousand Oaks could increase by 10,400 jobs by 2040. Once this general target was identified, the City identified locations for employment growth based on General Plan policies. These areas included Rancho Conejo (which has the majority of new jobs), the eastern end of Thousand Oaks Boulevard, employment areas adjacent to Westlake Boulevard, and in mixed use and office projects along Thousand Oaks Boulevard. Jobs were also allocated to hotels and hospitality uses, which are primarily located along the US 101 corridor. Given the historical employment trends, the majority of new jobs will be in the office/research and development sector. Additional jobs would be in a variety of other sections, including retail, service, and warehousing. Ultimately, the total number of jobs is anticipated to increase by 11,868, which is approximately 1,468 more jobs than the SCAG projection. This difference is due to a different methodology and the fact that the Thousand Oaks General Plan anticipates growth through 2045; the SCAG projection was through 2040.

## 2.6 Required Discretionary Approvals

With recommendations from the Planning Commission, the City Council would need to take the following discretionary actions in conjunction with the proposed plan:

- Certification of the Final EIR
- Adoption of the proposed TO2045 (City of Thousand Oaks 2045 General Plan) and 2021-2029 Housing Element



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## 3 Environmental Setting

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Section 15125 of the *CEQA Guidelines* states an EIR must include a description of the existing, physical environmental conditions in the vicinity of the project to provide the “baseline condition” against which project-related impacts are compared. This section provides a general overview of the environmental setting for the proposed project. More detailed descriptions of the environmental setting for each environmental issue area can be found in Section 4, *Environmental Impact Analysis*.

### 3.1 Setting

The City of Thousand Oaks is located at the southeastern edge of Ventura County, bordering Los Angeles County. The city is in the Conejo Valley, surrounded by the Mountclef Ridge to the north, Simi Hills to the east, Santa Monica Mountains to the south, and Conejo Mountain to the west. The city is approximately 40 miles northwest of Downtown Los Angeles and approximately 50 miles southeast of Santa Barbara. Thousand Oaks City Hall is approximately 10 miles inland from the Pacific Ocean. Figure 3-1 shows a regional map of the city’s relationship to nearby cities, communities, and the State highway system.

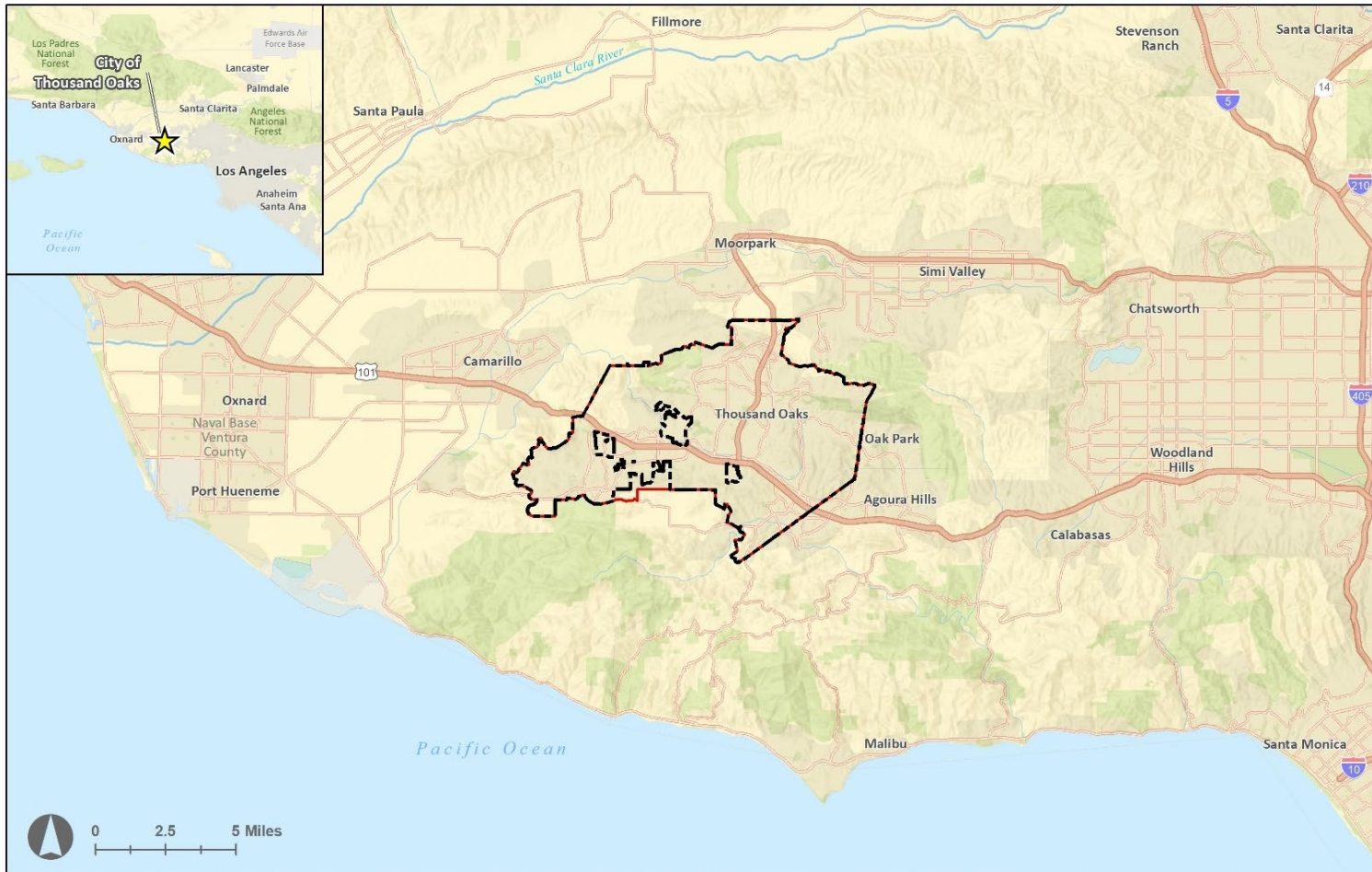
According to the DOF, the estimated population of the City was approximately 124,439 residents in 2022 (DOF 2023), with the City growing at a rate of 0.34 percent per year since 2000 (Thousand Oaks 2022). This growth rate is lower than the 1.45 percent growth rate for Ventura County as a whole since 2000.

The TO2045 Planning Area covers approximately 37,358 acres, of which approximately 35,500 acres are within city limits. The City’s SOI contains approximately 1,900 acres in unincorporated Ventura County and is comprised of four clusters of unincorporated “County Islands,” which include Casa Conejo, Ventu Park, Rolling Oaks, and Lynn Ranch. The Planning Area for the 2045 General Plan encompasses all land area within the City’s SOI and, therefore, also serves as the “Planning Area” for the purposes of this EIR. Figure 3-2 illustrates the Planning Area used for analysis within this EIR.

Primary regional access is provided by US 101, which provides access to Los Angeles and greater Los Angeles County to the east and the cities of Camarillo and Ventura to the west. SR 23 provides access to Moorpark to the north, communities in the Santa Monica Mountains, and the city of Malibu to the south. The city is also served by a surface street system ranging from multi-lane arterial roadways to narrow two-lane streets.

The city has many areas serviced with pedestrian facilities, such as sidewalks and crosswalks, and an extensive 125-mile bicycle facility network comprised primarily of Class 2 bicycle lanes. Regional transit services are provided by Los Angeles Metro Local Route 161, Los Angeles Department of Transportation Commuter Express Routes 422 and 423, Southern California Regional Rail Authority’s Metrolink, and the Ventura County Transportation Commission. Local transit services are provided by Thousand Oaks Transit. The nearest airports are Camarillo Airport and Naval Air Station Point Mugu, located approximately 5 miles west and over 6 miles southwest from the westernmost point of the city, respectively.

Figure 3-1 Regional Location

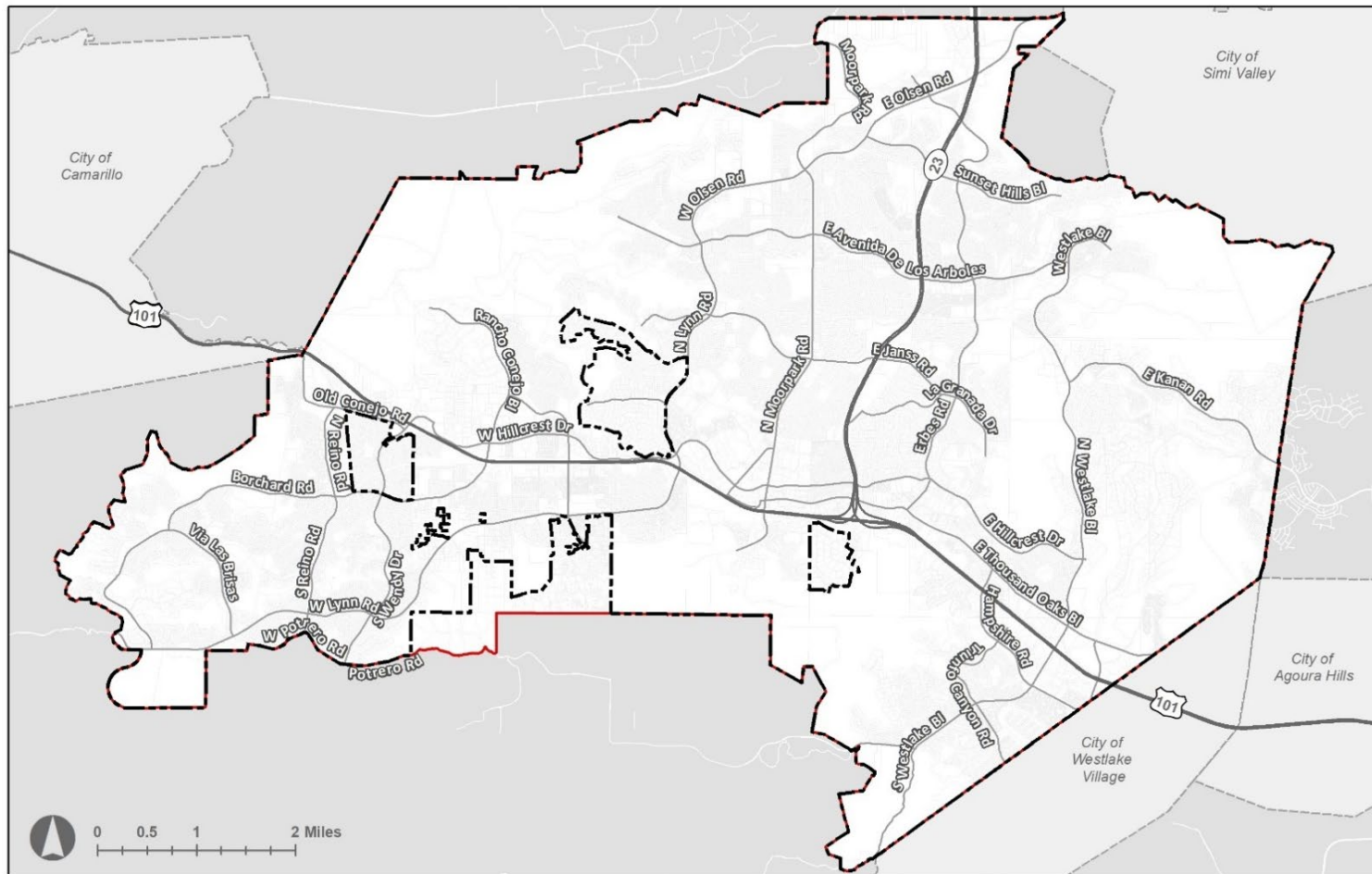


Raimi + Associates 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles; State Water Resources Control Board, 2019



-  City Limits
-  City Sphere

Figure 3-2 Planning Area



Raimi + Associates 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles; State Water Resources Control Board, 2019



- City Limits
- City Sphere
- Freeways
- Major Roads
- Unincorporated Counties Land
- Adjacent cities

## 3.2 EIR Baseline

Section 15125 of the *CEQA Guidelines* states that an EIR “should include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published.” Section 15125 states that this approach “normally constitute[s] the baseline physical conditions by which a lead agency determines whether an impact is significant.” This EIR evaluates impacts against existing conditions, at the time the notice of preparation was published, which was June 7, 2022. This EIR considers the potential impacts from buildout of the proposed project, compared to existing conditions.

## 3.3 Cumulative Setting

CEQA defines cumulative impacts as two or more individual actions that, when considered together, are considerable or will compound other environmental impacts. Cumulative impacts are the changes in the environment that result from the incremental impact of development of the proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be insignificant when analyzed separately but could have a significant impact when analyzed together. Cumulative impact analysis allows an EIR to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

Because the project is a General Plan Update, cumulative impacts are treated somewhat differently than would be the case for a project-specific development. *CEQA Guidelines* Section 15130 provides the following direction relative to cumulative impact analysis and states that the following elements are necessary for an adequate discussion of environmental impacts:

A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City’s plan area. Therefore, the analysis of project impacts also constitutes the cumulative analysis. Where applicable, cumulative impacts are discussed at the end of each impact area, and cumulative impacts could occur due to future projects that may occur in or outside the Planning Area that are not under the jurisdiction of the City. In addition to cumulative development in the Planning area, the analysis of transportation and related impacts (such as air quality, GHG, and noise) considers the effects of regional traffic growth, based on existing and future traffic volumes from the current regional growth model maintained by SCAG.

## 4 Environmental Impact Analysis

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This section discusses the possible environmental effects of TO2045 for the specific issue areas that were identified through the scoping process as having the potential to experience significant effects as a result of the proposed project. A “significant effect” as defined by the *CEQA Guidelines* 15382 means:

... a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

The assessment of each issue begins with an introduction and discussion of the environmental setting related to that issue area, which is followed by the impact analysis.

In the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds,” which are those criteria adopted by the City and other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant.

The next subsection describes each potential impact of the proposed project, mitigation measures for potentially significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text with the discussion of the effect and its significance. Each bolded impact statement also contains a statement of the significance determination for the environmental impact as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per 15093 of the *CEQA Guidelines*.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under 15091 of the *CEQA Guidelines*.
- **Less than Significant.** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact.** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Following each environmental impact discussion is a list of mitigation measures (if required) and a discussion of the residual effects or level of significance remaining after implementation of the measure(s). The impact analysis concludes with a discussion of cumulative impacts on the environmental issue area. This EIR’s approach to cumulative impacts analysis is further described in Section 3.3, *Cumulative Setting*, of this EIR.

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## 4.1 Aesthetics

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This section summarizes the aesthetic resources in the Planning Area and analyzes the project's potential impacts on aesthetics, including impacts to scenic vistas, scenic resources, visual character, visual quality, and light and glare, due to implementation of the proposed project.

### 4.1.1 Setting

#### a. Overview of Existing Visual Conditions

Thousand Oaks lies in the Conejo Valley, which encompasses topographically diverse landscapes of mountains, hills, valleys, and canyons. The Conejo Valley is approximately 9 miles long and 7 miles wide, elevated about 600 to 900 feet above sea level. Due to the community's high regard for open space and the city's natural setting, development in Thousand Oaks generally does not dominate views in the Planning Area. Rather, major natural landscape features are generally more prevalent. Thousand Oaks' appearance is that of a community nestled within a ring of open space, distinguished by its oak trees, and the prominence of knolls, ridges and hills that contribute to the community character. The Planning Area is framed by the Santa Monica Mountains to the south, Conejo Mountain to the west, Mountclef Ridge to the north, and the Simi Hills to the east.

Commercial development in the city is primarily concentrated on the valley floor. Commercial uses are located along the major arterials and highways that bisect the city, and the commercial uses are largely one to two stories, set back from the nearby roadways with large surface parking lots, light-colored stucco exteriors, and red-tile roofs. Light industrial uses occur in various areas of the city. Office uses in the city are up to three stories and are also of contemporary design, with flat or pitched roofs, stucco and glass exteriors, and large surface parking lots. Residential development is primarily concentrated on the valley floor, although residential development also extends into the foothills surrounding the valley. Residences on the valley floor generally have limited views of the surrounding hills, while residences on the foothills are typically oriented toward the mountains and often have extensive views of the valley and surrounding hillsides.

The most prominent and heavily traveled view corridor in the city is US 101, which offers expansive views across the valley and of the mountains to the north and south. Light industrial complexes, commercial buildings, open space, and parking lots or storage facilities appear in the near to middle ground from US 101, reducing the visual quality of the natural landscape.

#### Natural Environment

As mentioned above, Thousand Oaks includes many natural features such as streams, hillsides and mountains, and forests. Several natural areas in Thousand Oaks primarily contribute to the natural and aesthetic environment. These areas are described below:

- **The Community Forest:** The community forest, with its native oak trees, is the city's largest, most visible natural and scenic resource. The trees that constitute the community forest impart a distinctive character and identity to the city and its various neighborhoods. The community of Thousand Oaks values trees as an essential element of the city's visual character.
- **Dos Vientos:** The Dos Vientos located at the southwest corner of the Conejo Valley consists of 1,230 acres dominated by chaparral and coastal sage scrub habitats that provide habitat for



wildlife, including rare and endangered plants. The extensive trail system connects local and regional trails and offers views of the Pacific Ocean and Channel Islands.

- **Lake Eleanor:** The Lake Eleanor Open Space contains an 8-acre freshwater lake and offers diverse wildlife habitat and scenic views of rugged hills, rocky outcrops, freshwater marsh habitat, oak woodland, and coastal sage scrub (City of Thousand Oaks 2013).
- **Los Robles/Los Padres/Hope Nature Preserve/Conejo Ridge:** These contiguous open space areas and features comprise a total of 1,296 acres. All areas are located on the southerly edge of the city and Conejo Valley and include ridgeline trails that offer some of the most scenic vistas in the Valley. Trail-goers may view wildlife, chaparral-covered slopes, and panoramic scenes of the city.
- **North Ranch:** The North Ranch Open Space is 2,595 acres in the northeastern portion of the city and includes an extensive system of protected areas that conserve diverse habitats, plants and animals. Resources in the area include the sandstone cliffs of Simi Hills, coastal sage scrub and grasslands, pockets of Southern California black walnut groves and coast live oak woodlands along the area's creeks.
- **Rancho Potrero:** Rancho Potrero comprises 326 acres in the city's southwest corner and offers trails across rolling grasslands that are managed by Conejo Open Space Conservation Agency.
- **Ventu Park:** The Ventu Park open space area is located adjacent to the community of Ventu Park and offers trails for pedestrians to view scenic, north-facing slopes, dense chaparral, and occasional coast live oaks (City of Thousand Oaks 2013).
- **Wildwood Regional Park:** Comprising 1,732 acres, Wildwood Regional Park provides outdoor activities, such as hiking, biking, and horseback riding. Wildwood Regional Park is in the north part of the city and is managed by Conejo Recreation and Park District.

## Built Environment

Most of the urban development in the city consists of residential land use. Residential land uses are primarily low-density, with very low-density residential land uses spreading into the surrounding hillsides. Non-residential areas consist of commercial uses and limited areas of light industry and office buildings. Commercial land uses primarily occur along US 101 and industrial uses primarily occur in the northwest portion of the Planning Area, along Rancho Conejo Boulevard. The proposed project includes goals and policies for specific sub-areas in the city, including Rancho Conejo, The Oaks Mall, Moorpark Road/Janss Marketplace, Thousand Oaks Boulevard, Downtown Core, Westlake/East End, and Village Centers. These sub-areas are described below:

- **Downtown Core:** The Downtown Core area includes the city's Civic Arts Plaza, City Hall, theatres, Gardens of the World, The Lakes shopping center, and other uses, including retail, office, single-family residential, restaurants, and an assisted living facility. In addition, the area contains underdeveloped and vacant lots.
- **Rancho Conejo:** Rancho Conejo is comprised of primarily industrial uses, including the Rancho Conejo Industrial Park, which contains a 105-acre campus developed by the biotechnology company Amgen. On the periphery of the Rancho Conejo Industrial Park, there are single-family and multifamily residential uses.
- **The Oaks Mall:** The Oaks Mall is made up of retail and commercial uses consisting of smaller suburban strip malls adjacent to residential uses.

- **Moorpark Road/Janss Marketplace:** Moorpark Road is comprised of commercial development, most prominently Janss Marketplace, a community shopping and entertainment destination located at the intersection of Moorpark Road and Hillcrest Drive.
- **Thousand Oaks Boulevard:** Thousand Oaks Boulevard consists of auto-oriented, one-to-two story retail, restaurants, auto dealerships, government uses, services, and offices. The roadway is lined with sidewalks, street trees, and signage. The building placement making up the street wall is inconsistent, as some businesses are close to the street and have rear and/or side parking. Others, including strip malls, are set far back from the sidewalk and have parking in front of the entryway. Buildings range in age and architectural character.
- **Westlake/East End:** The Westlake/East End area is primarily comprised of residential areas built atop hillcrests, in addition to medical, commercial, industrial, open space, and park uses. The majority of the residential development in the area is comprised of condominiums and apartments. This area includes the Westlake Lake, as well as three schools.
- **Village Centers:** The Village Centers in the Planning Area identified for mixed-use include Conejo Valley Plaza, Park Oaks Center, and Oakbrook Center. These centers consist of neighborhood serving retail and commercial centers within established single-family neighborhoods.

## **b. Scenic Vistas and Highways**

### **Scenic Vistas and Corridors**

A scenic vista is a view from a public place (roadway, designated scenic viewing spot, etc.) that is expansive and considered locally important. A scenic vista can be obtained from an elevated position (such as from the top of a hillside) or seen from a roadway with a longer-range view of the landscape. A scenic corridor is usually described as an area where outstanding views of natural landscapes and visually attractive built environments are visible from public roadways. The City considers its major natural landscape features, such as open spaces, knolls, ridges, and hillsides, to be important scenic resources. Additionally, Thousand Oaks' community forest of oak and sycamore trees offers multiple opportunities for viewers to observe wooded land throughout the Planning Area. As mentioned previously, the city is located in the Conejo Valley, surrounded by hillsides and mountains, and many streets offer views of slopes, ridgelines, or hilly areas. State Scenic Highways

According to the California Department of Transportation's (Caltrans) State Scenic Highway Map Viewer, the closest State Scenic Highway to the Planning Area is an approximately 2.5-mile segment of Los Angeles Route 27, approximately 12 miles southeast of Thousand Oaks. Although there are no designated State Scenic Highways in Thousand Oaks, the section of US 101 that runs through the city is eligible for designation but is not officially designated (Caltrans 2022).

### **Light and Glare**

Light pollution is generated when light trespass, sky glow, and over-lighting from development create a situation where unwanted light affects views of the night sky. For a residential, valley-hillside city like Thousand Oaks, night sky views can be an important part of the natural, visual environment. Excessive light can affect humans and nocturnal animal species and detract from the small-town character of the visual environment. Glare occurs when the sun shines unimpeded on building windows and car windshields. Headlights from cars driving at night can also generate glare. Due to its residential, wooded character, Thousand Oaks experiences limited light pollution. The mature trees along streets and in parking areas also help shield car windows and prevent glare.

Downtown and commercial corridors are the main sources of night-time light, along with streetlighting.

## 4.1.2 Regulatory Setting

### a. Federal Regulations

There are no federal regulations regarding aesthetics that are relevant to the proposed project.

### b. State Regulations

#### **California Scenic Highway Program**

Caltrans maintains the California Scenic Highway Program, enacted in 1963, to protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to those highways. The Caltrans Scenic Highway program allows local jurisdictions to officially designate a Scenic Highway to ensure protection of the visual resources along its corridor. Caltrans identifies highways as eligible for the program, and the local jurisdiction applies to be officially designated. The status of a proposed State Scenic Highway changes from eligible to officially designated when the local governing body applies to Caltrans for Scenic Highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a Scenic Highway. Protection of visual resources for the designated corridor includes regulating land use and development, outdoor advertising, landscaping, and building design. There are no designated State Scenic Highways in Thousand Oaks (Caltrans 2022).

### c. Local Regulations

#### **City of Thousand Oaks Ridgeline Study**

The City's Ridgeline Study, published in 1988, identifies ridgelines within and surrounding the Conejo Valley, as well as development issues pertaining to ridgelines. The Ridgeline Study proposes actions for the City to undertake to restrict development on ridgelines. These include maintaining ridgelines as open space, limiting development on ridgelines to single-story residences, and requiring landscaping to soften the visual impacts of residences and disturbed areas.

#### **City of Thousand Oaks Municipal Code**

The City of Thousand Oaks Municipal Code is the primary implementing tool for the General Plan and contains standards and regulations that help shape the form and character of the city. The following Code Chapters contain regulations that pertain to the maintenance of the aesthetic quality of the city:

- Title 7, Public Works; Chapter 2, Encroachments; Article 9, Landscaping Provisions in Public governs changes to public spaces from acts such as construction, landscaping, and sign post placement.
- Title 8, Building Regulations; Chapter 1, Building Code adopts the 2022 California Building Code.
- Title 9, Planning and Zoning; Chapter 4, Zoning; Section 9-4.2405, General design standard for parking areas of light.

- Title 9, Planning and Zoning; Chapter 4, Zoning; Article 18, Design Review: Requirements and Procedure governs development and architectural design of buildings and structures.
- Title 9, Planning and Zoning; Chapter 4, Zoning; Article 35, Protected Ridgeline Overlay Zone Regulations sets forth grading, building placement and design standards for protection of ridgelines as identified in the 1988 Ridgeline Study.
- Title 9, Planning and Zoning; Chapter 4, Zoning; Article 42, Oak Tree Preservation and Protection sets forth protection of all healthy oak trees.
- Title 9, Planning and Zoning; Chapter 4, Zoning; Article 43, Landmark Tree Preservation and Protection sets forth the City's policy requiring the preservation of all healthy landmark trees unless reasonable and conforming use of the property justifies the removal, cutting, pruning, and/or encroachment into the protected zone of a landmark tree.

### **Architectural Design Review Guidelines for Commercial Projects**

The Thousand Oaks City Council adopted the City's Commercial Design Guidelines in 2005. These guidelines contain a clear statement of community expectations that assist property and business owners in understanding city and commercial development features that define the overall ambience of Thousand Oaks. City staff, the Development Review Committee, Planning Commission, and the City Council use the guidelines to evaluate changes to existing properties and to consider the effects of new construction. The guidelines address requirements for site planning, building design, signs, landscape design, walls and fences, lighting, and accessory architectural features.

### **Oak Tree Preservation and Protection Guidelines (Resolution No. 2010-14)**

The Oak Tree Preservation and Protection Guidelines afford additional protection of Oak trees in the city, similar as under Title 9, Planning and Zoning; Chapter 4, Zoning; Article 42. Oak tree's that exceed two inches in diameter when measured at a point 4 ½'-feet above natural grade are protected and must not be removed, relocated, or encroached upon without first obtaining a permit. Per the resolution, no encroachments shall be permitted to occur any closer than 15 feet away from the trunk of a tree unless exempt from the Thousand Oaks Municipal Code.

### **Precise Plan of Design Guidelines and Standards (Resolution No. 2006-108)**

Resolution No. 2006-108 adopts design features and elements, building materials and colors that are generally illustrative and reflective of and compatible with the natural setting of the scenic and historic beauty and environment of the Conejo Valley in general and of the City of Thousand Oaks in particular.

### **Gateway Planning Policies and Guidelines (Resolution No. 93-152)**

Resolution No. 93-152 sets forth policies and guidelines that apply to the review of projects within certain "gateway" areas in the city to maintain beautification and community identity efforts. City gateways which are established by this resolution are entrances to the Conejo Valley which are heavily used as access points by residents of the community as well as visitors to the community. Gateways are intended to provide focal points of community identity and to remind residents and introduce visitors to the character of the community.

## **Grading Adjacent to Streets and Highways (Resolution No. 79-270)**

Pursuant to this Resolution, the City adopted guidelines and standards for grading and building adjacent to streets and highways related to cut or fill slope, building setbacks, and maintaining scenic vistas.

## **Resolution No. 91-172**

Resolution No. 91-172 sets standards for development within the corridors of US 101 and SR 23. Development standards provided by Resolution No. 91-172 include standards for site planning, architectural design, walls, and landscape planting.

### 4.1.3 Impact Analysis

#### **a. Methodology and Significance Thresholds**

##### **Methodology**

The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. The analysis is inherently subjective because viewers react to views and aesthetic conditions differently. This evaluation measures the existing visual environment of the Planning Area against implementation of the proposed project, analyzing the nature of the anticipated change. The proposed project does not contain specific development proposals. This analysis therefore focuses on land use changes envisioned under the proposed project and the aesthetic impacts on the community in terms of arrangement of built to open space, density and intensity of development, and height according to the thresholds of significance discussed below. The existing visual character and context of the Planning Area is shown and described in Section 4.1.1, *Setting*, of this EIR.

##### **Significance Thresholds**

According to *CEQA Guidelines* Appendix G, impacts related to aesthetics (AES) would be potentially significant if the project would:

1. Have a substantial adverse effect on a scenic vista
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings; or, in urbanized areas, conflict with applicable zoning and other regulations governing scenic quality
4. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

## b. Project Impacts and Mitigation Measures

**Threshold 1:** Would the project have a substantial adverse effect on a scenic vista?

**Impact AES-1** FUTURE DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT MAY AFFECT PUBLIC VIEWS ALONG DESIGNATED SCENIC CORRIDORS. ADHERENCE TO DEVELOPMENT REVIEW PROCEDURES AND PLAN POLICIES WOULD REDUCE POTENTIAL IMPACTS TO SCENIC VISTAS AND CORRIDORS TO A LESS-THAN-SIGNIFICANT LEVEL.

The proposed project would allow for increased development in the Planning Area, which could include increased building density and height. Increased density and height could create adverse effects on views of surrounding open space, knolls, ridges, and hillsides, as well as the city's multitude of oak and sycamore trees, in portions of the Planning Area. Views of scenic vistas could change gradually and incrementally, because the proposed project covers approximately the next 20 years, and development would occur gradually according to market demand over that time.. The proposed project may facilitate development in sub-areas of the Planning Area that overlap with scenic vistas, such as those from Moorpark Road through the Moorpark Road/Janss Marketplace sub-area, Hillcrest Drive through the Oaks Mall, Moorpark Road/Janss Marketplace, and Thousand Oaks Boulevard sub-areas, Avenida de los Arboles through the Village Centers sub-area, and SR 23 through the Thousand Oaks Boulevard sub-area. Future developments would undergo design review and potentially environmental review on a project-by-project basis to identify and address project-specific impacts to scenic vistas. However, the project proposes the following policies to preserve views and require appropriate building height transitions from commercial to residential areas which would minimize the potential for development to obscure or substantially degrade views of scenic vistas or views within scenic routes and corridors:

### Conservation Element

- **Policy 1.2: Preservation of Natural Land Features.** Preserve significant natural features including ridges, rock outcroppings, natural drainage courses, wetland and riparian areas, steep topography, important or landmark trees, and views.
- **Policy 3.1: Street Tree Plantings.** Ensure the use of street tree plantings of appropriate species, scale and spacing in all new developments, in accordance with City tree standards.
- **Policy 3.2: Tree Diversity.** Maintain a diversity of species and ages of trees throughout the City in order to avoid potentially unhealthy monocultures.
- **Policy 3.3: Tree Planting.** Actively plant or replant trees in existing neighborhoods where trees are sparse or lacking.
- **Policy 3.4: Tree Replanting.** Enhance the community forest to a level of 25% canopy coverage by planting climate-appropriate street trees, including the City's legacy oak trees, in public spaces and corridors as described in the Forestry Master Plan.
- **Policy 4.1: Protected Tree Preservation.** Continue to implement the City's Oak Tree and Landmark Tree Ordinances per the municipal code and the Oak Tree Preservation and Protection Guidelines.
- **Policy 11.2: Cultural Resource Preservation.** Require that new development preserve or mitigate impacts to significant historic, archaeological, and paleontological resources.
- **Policy 11.5: Historic Resource Management.** Maintain, rehabilitate, and reuse significant historic resources, as feasible.

- **Policy 11.8: Public and Private Involvement.** Collaborate with private and public entities whose goals are to protect and preserve historic resources and important cultural resources.

## **Land Use Element**

- **Policy 1.6: Non-residential Transitions.** Require transitions in building height, massing, and character for new buildings in mixed use, commercial, and industrial areas that are immediately adjacent to single-family residential areas. These transitions may include a combination of vegetation, berms, building setbacks, upper story setbacks, and a decrease in building height.
- **Policy 10.1: Public View Corridors.** Reaffirm and update adopted view sheds protection within the Ridgeline Study. Promote development practices that enhance and frame views of the mountains and ridgelines from view corridors along public rights of ways.
- **Policy 10.2: Ridgelines.** Prohibit new development on major ridgelines as identified in the Ridgeline Study within the City.
- **Policy 10.3: Gateways.** Promote gateway signage that serve as entrance points into the City of Thousand Oaks such as:
  - Westlake Boulevard and Highway 101
  - Olsen Road and State Route 23
  - Wendy Drive and Highway 101
  - Lynn Road and Hillcrest Drive
  - Westlake Boulevard and Thousand Oaks Boulevard

The proposed project does not propose specific development projects that would have a substantial negative impact on public views or scenic vistas and routes/corridors. In addition, there are no adopted scenic vistas in the Planning Area. Development and redevelopment that may occur under the proposed project would be governed by the policies listed above, as well as design standards contained in the Thousand Oaks Municipal Code, which would be applied and enforced through the City's standard development review procedures that concern the protection of public views or scenic vistas. Impacts to scenic vistas, including scenic routes and corridors, would therefore be less than significant.

## **Mitigation Measures**

No mitigation measures are required.

**Threshold 2:** Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

**Impact AES-2** FUTURE DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT MAY IMPACT SCENIC RESOURCES, INCLUDING TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS. THIS DEVELOPMENT COULD RESULT IN DIRECT IMPACTS TO SCENIC RESOURCES SHOULD CONSTRUCTION RESULT IN THE PHYSICAL DEMOLITION, DESTRUCTION, RELOCATION, OR ALTERATION OF A SCENIC RESOURCE. HOWEVER, THERE ARE NO DESIGNATED STATE SCENIC HIGHWAYS IN THE PLANNING AREA. COMPLIANCE WITH PLAN POLICIES AND THOUSAND OAKS MUNICIPAL CODE WOULD REDUCE POTENTIAL IMPACTS TO ELIGIBLE STATE SCENIC HIGHWAYS TO A LESS-THAN-SIGNIFICANT LEVEL.

Future development carried out under the proposed project may impact scenic resources, including trees, rock outcroppings, and historic buildings. This development could result in direct impacts to scenic resources should construction result in the physical demolition, destruction, relocation, or alteration of a scenic resource. As discussed in Section 4.4, *Cultural and Tribal Cultural*, there are 14 recognized historical resources located in Thousand Oaks. Any future development of these historical resources would be subject to future environmental review whereby potential impacts to these resources would be identified and mitigated. Future development in the Planning Area may impact trees, rock outcroppings, and historic buildings through the destruction or alteration of such resources.

As discussed in Section 4.1.1, *Setting*, there are no officially designated Scenic Highways in the Planning Area. The closest State Scenic Highway, as identified by Caltrans, is an approximately 2.5-mile segment of Los Angeles Route 27, approximately 12 miles southeast of Thousand Oaks. Therefore, the potential impacts to trees, rock outcroppings, and historic buildings would not be visible from a designated State Scenic Highway.

US 101, which traverses Thousand Oaks east to west is eligible for State Scenic Highway designation (Caltrans 2022). A State Scenic Highway changes from “eligible” to “officially designated” when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for Scenic Highway approval, and receives notification from Caltrans that the roadway has been designated as a Scenic Highway. The Planning Area is not visible from Route 27 (or vice versa) because of intervening mountains. The Planning Area may be visible from portions of US 101; therefore, development visible from US 101 would comply with guidelines in Resolution No. 91-172. Impacts would be less than significant.

Future development would be required to comply with the proposed General Plan policies and regulations that concern the preservation of scenic resources, including tree protection (Title 9, Planning and Zoning; Chapter 4, Zoning; Articles 42 and 43). Adherence to the proposed policies listed above for Impact AES-1 would ensure that new developments, when proposed, preserve and take into consideration significant resources such as trees, hillsides, and historical resources.

For all the reasons discussed above, potential impacts to scenic resources visible from State Scenic Highways associated with the proposed project would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.



**Threshold 3:** Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) In urbanized areas, would the project conflict with applicable zoning and other regulations governing scenic quality?

**Impact AES-3** WHILE DEVELOPMENT UNDER THE PROPOSED PROJECT COULD CHANGE THE VISUAL CHARACTER AND QUALITY OF PORTIONS OF THE PLANNING AREA, THE PROPOSED PROJECT CONTAINS GOALS AND POLICIES SPECIFICALLY DESIGNED TO PROTECT AREAS OF HIGH VISUAL CHARACTER AND QUALITY AND IMPROVE AREAS OF LOW VISUAL CHARACTER AND QUALITY. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The land use changes envisioned under the proposed project may affect the visual character of various areas in Thousand Oaks, while facilitating enhancement of visual gateways, expansion of the network of parks and trails, creation of a new downtown core near the Civic Arts Plaza, revitalizing the Oaks Mall and Janns Marketplace, creation of village centers, activation of Thousand Oaks Boulevard, creation of new mixed-use areas, expansion of biotech and technology businesses, creation of diverse housing types, and establish multi-modal transportation networks. While all land uses would be required to adhere to the design, density, and height guidelines applicable to particular land use designations, the proposed project would also establish goals and policies that would help define and guide the desired visual character and quality of specific areas of change, described in Section 2, *Project Description*, of this EIR. The vision established by TO2045 places an emphasis on building a tight-knit community within the Conejo Valley surrounded by open space and native and mature oak trees. As discussed below, the proposed project defines (both physically and visually) the desired character and quality of these areas and sets policies in place to ensure that the Planning Area retains the unique aesthetic qualities valued by its residents. The proposed project does not envision substantial changes to established residential neighborhoods, and includes specific policies aimed at retaining existing open space.

The proposed project would preserve existing visual character and quality in various ways. For example, as stated in Section 2.5, *Project Objectives*, of this EIR, the proposed project would focus on maintaining community identity through the following major strategies related to visual character and quality that are in turn part of the proposed project's vision themes:

- Maintain the “ring of green” open space at the outer edges of the city to provide a physical separation from adjacent communities, beautiful vistas, and a connection with nature
- Preserve and expand the existing urban forest, especially oak trees, through tree preservation and the significant addition of new trees
- Enhance visual gateways to the city with iconic architecture, open spaces, and monument signs
- Preserve and enhance single-family and multifamily neighborhoods as low-scale, family-friendly, and safe places to live; recognize that the majority of residential neighborhoods will experience minimal change over the time horizon of the General Plan
- Revitalize The Oaks Mall and Janns Marketplace as higher-density, mixed-use areas

Policies in the proposed project related to visual character and quality include:

## Land Use Element

- **Policy 1.3: Balance Character and Infill.** Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the City.
- **Policy 1.4: Infill Locations.** Focus most new development in areas identified in the “Areas-Specific Guidance.”
- **Policy 2.2: Deteriorated Structures and Nuisances.** Encourage neighborhood associations to proactively identify and address nuisances and reduce property deterioration.
- **Policy 2.4: Building Additions.** Building additions and expansions should use matching materials to ensure compatibility with the existing character of the neighborhood.
- **Policy 5.1: Mixed-Use Development.** Actively encourage vertical or horizontal mixed-use development projects, especially in areas with underperforming retail and service uses.
- **Policy 7.3: Retail Connectivity to Neighborhoods.** Support retail development that incorporates pedestrian connectivity to surrounding neighborhoods.
- **Policy 8.1: Quality Design and Materials.** Require simple, urban building forms made with permanent, high-quality materials and architectural detailing.
- **Policy 8.5: Iconic Design.** Encourage iconic and memorable building designs, particularly on larger properties and those visible from major thoroughfares, including Highway 101.
- **Policy 8.8: Design of Mixed-Use, Commercial, Office and Industrial Areas.** Design areas to be more urban in character by amending the zoning regulations, including but not limited to the following:
  - Buildings sited near front lot lines by establishing maximum setbacks
  - A high percentage of lot coverage
  - Building facades with transparency (e.g., windows) and an active street frontage
  - Parking and loading areas located behind or on the side of buildings
  - Wide sidewalks with landscaping
  - New street connections to create more walkable blocks

Development and redevelopment that may occur under the proposed project would be governed by these policies, which would be applied and enforced through the City’s standard development review procedures. These plans and procedures work together to protect Thousand Oak’s aesthetic resources and are a means to retain the community’s character, while providing enhancements in certain areas of the city. Furthermore, the proposed project includes area-specific guidance to develop the downtown, Thousand Oaks Boulevard, The Oaks mall, Janss Marketplace, Rancho Conejo, and Westlake and East End in accordance with the City’s vision for the future of these areas. Implementation of TO2045 would promote development in these areas consistent with the City’s vision for the character of Thousand Oaks. Impacts to the visual character and quality of the Planning Area would therefore be less than significant with the implementation of applicable policies and regulations.

## Mitigation Measures

No mitigation measures are required.

**Threshold 4:** Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

**Impact AES-4** NEW DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT WOULD ADD NEW SOURCES OF LIGHT AND GLARE TO THE PLANNING AREA, BUT DEVELOPMENT WOULD BE REQUIRED TO COMPLY WITH THE CITY'S LIGHTING REGULATIONS. IMPACT WOULD BE LESS THAN SIGNIFICANT.

The development changes envisioned in the proposed project include enhancement of visual gateways, expansion of network of parks and trails, creation of a new Downtown Core near the Civic Arts Plaza, revitalizing The Oaks Mall and Janns Marketplace, creation of Village Centers, activation of Thousand Oaks Boulevard, creation of new mixed-use areas, expansion of biotech and technology businesses, creation of diverse housing types, and establishment of multi-modal transportation networks. This planned development could create new sources of light from exterior building illumination, outdoor lighting, and glare from reflective building surfaces and vehicle surfaces or the headlights of vehicular traffic. As a result, these new sources of light or glare could affect adjacent light-sensitive land uses.

Portions of the Planning Area are already developed, and ambient light from urban uses already exists. As discussed in Section 4.6, *Land Use and Planning*, implementation of the proposed project includes goals that facilitate the development of complete neighborhoods and promote high-quality mixed-use development that includes office employment, affordable housing and improved transit and pedestrian linkages near existing transit. Such development would occur in areas that are already at least partly developed. Thus, the proposed project would not in itself substantially increase light and glare beyond existing conditions or levels already allowed under current City regulations and policies. As discussed in Section 4.1.2, *Regulatory Setting*, development guidelines and municipal code address lighting regulations. Examples of these standards include footcandle minimums found in the Building and Security Ordinance and prevention of light spillage and illumination within the US 101 and SR 23 corridors.

Development envisioned in the proposed project would be subject to design review. During design review building materials would be reviewed to ensure consistency with the overview vision for the City. Accordingly, highly reflective materials capable of generating substantial amounts of glare would be avoided in development. Some reflective material could be unavoidable, such as glass used in windows of new buildings. However, glare from building windows would be consistent with existing conditions, as there are many glass surfaces already in Thousand Oaks.

For all the reasons discussed above, the proposed project would not create new sources of substantial light or glare that would adversely affect day or nighttime views in the area, and this impact would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

#### 4.1.4 Cumulative Analysis

Future development carried out under the proposed project, in an existing developed area, could result in aesthetic impacts. Such impacts would be site-specific and would require evaluation on a case-by-case basis at the project level in accordance with each proposed project. Each discretionary project would require separate discretionary approval and evaluation under CEQA, which would address potential impacts to visual resources and identify necessary mitigation measures, where appropriate. Even ministerial (non-discretionary) projects carried out in the city would be subject to the City's ministerial development review procedures. These projects taken together as a whole could increase the impression of urbanization and development in the Planning Area but, as discussed throughout this chapter of the EIR (and especially Impact AES-3) and in Chapter 2, *Project Description* of this EIR, this development would be in response to market demand and is intended to enhance community identity, build on planned infrastructure investments, improve multi-modal active transportation and connectivity, achieve long-term sustainability, and preserve open space. This development would also be strategically focused in areas that have been determined by the community through the TO2045 development process (including public involvement) to preserve existing neighborhoods and improve the areas of change. Consequently, future development carried out under the proposed project would not result in significant cumulative environmental impacts in conflict with aesthetics requirements for preserving visual character, public views, scenic vistas and resources, or requirements for minimizing and controlling potential light and glare. Therefore, the proposed project would not cause a cumulatively considerable impact on aesthetics, and no mitigation is required.

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## 4.2 Air Quality

This section describes existing air quality conditions in Thousand Oaks and potential impacts from implementation of TO2045 on air quality. Information for this section is based in part on data from the Ventura County Air Pollution Control District (VCAPCD) and the California Air Resources Board (CARB).

### 4.2.1 Setting

#### a. Climate

The city of Thousand Oaks is part of the South Central Coast Air Basin (SCCAB) that includes San Luis Obispo, Santa Barbara, and Ventura counties. The climate of the Planning Area and all the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high-pressure cell in the northeastern Pacific Ocean. The Mediterranean climate of the region produces moderate average temperatures, although slightly more extreme temperatures can be reached in the winter and summer. The warmest months in the city are July and August, with an average maximum temperature of 85 degrees Fahrenheit, while the coldest months of the year are December, January, and February, with an average maximum temperature of 65 degrees Fahrenheit. The city’s annual average maximum temperature is 74 degrees Fahrenheit, and the annual average minimum temperature is 51 degrees Fahrenheit. The climate is semi-arid, with rainfall concentrated in the winter months. Table 4.2-1 summarizes local climatic conditions.

**Table 4.2-1 Climatic Conditions in Thousand Oaks**

Weather Condition	Value
Average annual rainfall	16.54 inches
Average maximum temperature (annual)	74°F
Average minimum temperature (annual)	51°F
Warmest month(s)	July and August
Coolest month(s)	December, January, and February

F = Farenheit

Source: U.S. Climate Data 2023.

California’s weather is heavily influenced by a semi-permanent high-pressure system west of the Pacific coast. The Mediterranean climate of the region and the coastal influence produce moderate temperatures year-round, with rainfall concentrated in the winter months. The sea breeze, which is the predominant wind, is a primary factor in creating this climate and typically flows from the west-southwest in a day-night cycle with speeds generally ranging from 5 to 15 miles per hour.

Two types of temperature inversions (warmer air on top of cooler air) are created in the area: subsidence and radiational. The subsidence inversion is a regional effect created by the Pacific high in which air is heated as it is compressed when it flows from the high-pressure area to the low-pressure areas inland. This type of inversion generally forms at about 1,000 to 2,000 feet and can occur throughout the year, but it is most evident during the summer months. Radiational, or surface, inversions are formed by the more rapid cooling of air near the ground at night, especially during winter. This type of inversion is typically lower and is generally accompanied by stable air. Both types of inversions limit the dispersal of air pollutants within the regional airshed, with the

more stable the air (low wind speeds, uniform temperatures), the lower the amount of pollutant dispersion.

## **b. Air Pollutants of Primary Concern**

Criteria air pollutants are defined as those pollutants for which the federal and State governments have established air quality standards for outdoor or ambient concentrations to protect public health with a determined margin of safety. Pollutants of primary concern within the SCCAB include Ozone (O<sub>3</sub>), coarse particulate matter (PM<sub>10</sub>), and fine particulate matter (PM<sub>2.5</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), and sulfur dioxide (SO<sub>2</sub>). O<sub>3</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> are generally considered to be regional pollutants, because they or their precursors affect air quality on a regional scale. Pollutants such as CO, NO<sub>2</sub>, and SO<sub>2</sub> are considered local pollutants, because they tend to accumulate in the air locally. Other local pollutants of concern within VCAPCD jurisdiction include toxic air contaminants (TAC), lead (Pb), and San Joaquin Valley Fever.

### **Ozone**

O<sub>3</sub> is a highly oxidative unstable gas produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO<sub>x</sub>) and reactive organic gases/volatile organic compounds (ROG/VOC). VOC is composed of non-methane hydrocarbons (with specific exclusions), and NO<sub>x</sub> is composed of different chemical combinations of nitrogen and oxygen, mainly nitric oxide (NO) and NO<sub>2</sub>. NO<sub>x</sub> is formed during the combustion of fuels, while VOC is formed during the combustion and evaporation of organic solvents. As a highly reactive molecule, O<sub>3</sub> readily combines with many different atmospheric compounds. Consequently, high O<sub>3</sub> levels tend to exist only while high VOC and NO<sub>x</sub> levels are present to sustain the O<sub>3</sub> formation process. Once the precursors have been depleted, O<sub>3</sub> levels rapidly decline. Since these reactions occur on a regional rather than local scale, O<sub>3</sub> is considered a regional pollutant. In addition, because O<sub>3</sub> requires sunlight to form, it mainly occurs in concentrations considered serious between the months of April and October. Groups most sensitive to O<sub>3</sub> include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors (United States Environmental Protection Agency [USEPA] 2022a). Depending on the level of exposure, O<sub>3</sub> can cause:

- Pulmonary function decrements and localized lung edema in humans and animals
- Risk to public health implied by alterations in pulmonary morphology and host defense in animals
- Coughing and sore or scratchy throat
- Difficulty breathing deeply and vigorously and pain when taking a deep breath
- Inflammation and damage to the airways; the lungs to be more susceptible to infection
- Aggravation of lung diseases such as asthma, emphysema, and chronic bronchitis and an increase in the frequency of asthma attacks

### **Carbon Monoxide**

CO is a localized pollutant found in high concentrations only near its source. The primary source of CO, a colorless, odorless, poisonous gas, is vehicle traffic's incomplete combustion of petroleum fuels. Therefore, elevated concentrations are usually only found near areas of high-traffic volumes. Other sources of CO include the incomplete combustion of petroleum fuels at power plants and fuel combustion from wood stoves and fireplaces during the winter. When CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease who have a reduced ability to circulate oxygenated blood in situations, such as exercising. As a result, they are

especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain, also known as angina. In addition, there is a decreased exercise tolerance in persons with peripheral vascular disease and lung disease, impairment of central nervous system functions, and possible increased risk to fetuses (USEPA 2022b).

## Nitrogen Dioxide

NO<sub>2</sub> is a by-product of fuel combustion; the primary sources are motor vehicles and industrial boilers, and furnaces. The principal form of NO<sub>x</sub> produced by combustion is NO, but NO reacts rapidly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub>, commonly called NO<sub>x</sub>. NO<sub>2</sub> is a reactive, oxidizing gas and an acute irritant capable of damaging cell linings in the respiratory tract. Breathing air with a high concentration of NO<sub>2</sub> can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases leading to respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations of NO<sub>2</sub> may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma and children and the elderly are generally at greater risk for the health effects of NO<sub>2</sub> (USEPA 2022c). NO<sub>2</sub> absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of O<sub>3</sub>/smog and acid rain.

## Sulfur Dioxide

SO<sub>2</sub> is included in a group of highly reactive gases known as “oxides of sulfur.” The largest sources of SO<sub>2</sub> emissions are from fossil fuel combustion at power plants (73 percent) and other industrial facilities (20 percent). Smaller sources of SO<sub>2</sub> emissions include industrial processes, such as extracting metal from ore and burning fuels with a high-sulfur content by locomotives, large ships, and off-road equipment. Short-term exposures to SO<sub>2</sub> can cause bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma. People with asthma, particularly children, are sensitive to the effects of SO<sub>2</sub> (USEPA 2022d).

## Particulate Matter

Suspended atmospheric PM<sub>10</sub> and PM<sub>2.5</sub> are comprised of finely divided solids and liquids, such as dust, soot, aerosols, fumes, and mists. Both PM<sub>10</sub> and PM<sub>2.5</sub> are emitted into the atmosphere as by-products of fuel combustion and wind erosion of soil and unpaved roads. The atmosphere, through chemical reactions, can form particulate matter. The characteristics, sources, and potential health effects of PM<sub>10</sub> and PM<sub>2.5</sub> can be very different. PM<sub>10</sub> is generally associated with dust mobilized by wind and vehicles. In contrast, PM<sub>2.5</sub> is generally associated with combustion processes and formation in the atmosphere as a secondary pollutant through chemical reactions. PM<sub>10</sub> can cause increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling, and increased hospitalization for both cardiovascular and respiratory disease (including asthma). For PM<sub>2.5</sub>, short-term exposures (up to 24-hours duration) have been associated with premature mortality, increased infant mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases (CARB 2022a).



## Toxic Air Contaminants

TACs are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities.

TACs are different than criteria pollutants, because Ambient Air Quality Standards (AAQS) have not been established for such contaminant pollutants. TACs occurring at extremely low levels may still cause health effects, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

One of the main sources of TACs in California is diesel engine exhaust that contains solid material known as diesel particulate matter (DPM). More than 90 percent of DPM is less than 1 micron in diameter (about 1/70th the diameter of a human hair) and thus is a subset of PM<sub>2.5</sub>. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (CARB 2022a).

TACs commonly associated with gasoline dispensing stations include the organic compounds of benzene, toluene, and xylene. In particular, benzene is a known human carcinogen and can result in short-term acute and long-term chronic health impacts (USEPA n.d.). Between 1990 and 2005, benzene in California's air was reduced by over 75 percent due to implementation of control technologies, such as vapor recovery systems and reductions of benzene levels in gasoline (CARB 2005). Today, gasoline dispensing facilities account for a relatively small fraction of total benzene emissions. However, near-source exposure resulting from gasoline dispensing facilities, particularly very high-throughput retail or wholesale facilities, can result in elevated health risks to nearby sensitive receptors. People exposed to toxic air pollutants at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (USEPA 2020).

## Lead

Pb is a metal found naturally in the environment, as well as in manufacturing products. The major sources of Pb emissions historically have been mobile and industrial. However, due to the USEPA regulatory efforts to remove Pb from gasoline, atmospheric Pb concentrations have declined substantially over the past several decades. The most dramatic reductions in Pb emissions occurred before 1990 due to the removal of Pb from gasoline sold for most highway vehicles. Pb emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least partly due to national emissions standards for hazardous air pollutants (USEPA 2013). As a result of phasing-out leaded gasoline, metal processing is currently the primary source of Pb emissions. The highest Pb level in the air is generally found near Pb smelters. Other stationary sources include waste incinerators, utilities, and Pb-acid battery manufacturers. Pb can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and cardiovascular system depending on exposure. Pb exposure also affects the oxygen-carrying capacity of the blood. The Pb effects most likely encountered in current populations are neurological in children. Infants and young children are susceptible to Pb exposures, contributing to behavioral problems, learning deficits, and a lowered intelligence quotient. In addition, health

effects could include anemia, weakness, kidney damage, and brain damage. Long-term exposure to Pb increases the risk for high blood pressure, heart disease, kidney failure, and reduced fertility (USEPA 2021a).

### ***Coccidioides Immitis***

San Joaquin Valley Fever (formally known as Coccidioidomycosis) is an infectious disease caused by the fungus *Coccidioides immitis*. Infection is caused by inhalation of *Coccidioides immitis* spores that have become airborne when dry, dusty soil or dirt is disturbed by wind, construction, farming, or other activities. According to the VCAPCD, the following factors may indicate a project's potential to create significant San Joaquin Valley Fever impacts:

- Disturbance of the topsoil of undeveloped land (to a depth of about 12 inches)
- Dry, alkaline, sandy soils
- Virgin, undisturbed, non-urban areas
- Windy areas
- Archaeological resources probable or known to exist in the area (Native American midden sites)
- Special events (fairs, concerts) and motorized activities (motocross track, All Terrain Vehicle activities) on unvegetated soil (non-grass)
- Non-native population (i.e., out-of-area construction workers)

Health effects from *Coccidioides* can include fatigue, fever, headache, rashes and cough. In extremely rare cases, the fungal spores can enter the skin through a cut, wound, or splinter and cause a skin infection (Centers for Disease Control and Prevention 2020).

### **c. Air Quality Standards and Attainment**

Federal and State governments have authority under the Federal Clean Air Act (CAA) and California CAA to regulate emissions of airborne pollutants and have established AAQS for the protection of public health. An *air quality standard* is defined as “the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harming public health” (CARB 2019a). The USEPA is the federal agency designated to administer air quality regulation, while CARB is the state equivalent in California. Federal and State AAQS have been established for six criteria pollutants: O<sub>3</sub>, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and Pb. AAQS are designed to protect those segments of the public most susceptible to respiratory distress, such as children under the age of 14, the elderly (over the age of 65), persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases (USEPA 2016). In addition to the federal criteria pollutants, the California Ambient Air Quality Standards (CAAQS) also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride (CARB 2019b and 2019c).

Table 4.2-2 lists the current federal and state standards for regulated pollutants.

**Table 4.2-2 Federal and State Ambient Air Quality Standards**

Pollutant	Averaging Time	NAAQS	CAAQS
Ozone	1-Hour	–	0.09 ppm
	8-Hour	0.070 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.030 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	–	–
	24-Hour	–	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM <sub>10</sub>	Annual	–	20 µg/m <sup>3</sup>
	24-Hour	150 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>
PM <sub>2.5</sub>	Annual	12 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>
	24-Hour	35 µg/m <sup>3</sup>	–
Lead	30-Day Average	–	1.5 µg/m <sup>3</sup>
	3-Month Average	0.15 µg/m <sup>3</sup>	–

NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter; PM = particulate matter

Source: CARB 2016; USEPA 2016

The USEPA and CARB designate air basins or portions of air basins and counties as being in “attainment” or “nonattainment” for each of the criteria pollutants. Areas that do not meet the AAQS standards are classified as nonattainment areas. National Ambient Air Quality Standards ([NAAQS] other than O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. CAAQS are not to be exceeded during a 3-year period. The proposed project is located in Ventura County, which is under the jurisdiction of the VCAPCD. The VCAPCD has the responsibility for achieving and maintaining the CAAQS and NAAQS in their jurisdiction. The attainment status for the county is included in Table 4.2-3.

Pursuant to the CAA, the USEPA designates areas as attainment, nonattainment, or maintenance for each criteria pollutant based on whether the NAAQS have been achieved. As of December 31, 2021, the USEPA designates Ventura County as a nonattainment area for O<sub>3</sub>. Under CAAQS, the county is designated as a nonattainment area for O<sub>3</sub> and PM<sub>10</sub>.

**Table 4.2-3 Attainment Status of Criteria Pollutants in Ventura County**

Pollutant	State Designation	Federal Designation
O <sub>3</sub>	Nonattainment	Nonattainment
PM <sub>10</sub>	Nonattainment	Attainment
PM <sub>2.5</sub>	Attainment	Attainment
CO	Attainment	Attainment
NO <sub>2</sub>	Attainment	Attainment
SO <sub>2</sub>	Attainment	Attainment

O<sub>3</sub> = ozone; PM = particulate matter; CO = carbon monoxide; NO<sub>2</sub> = nitrous oxide; SO<sub>2</sub> = sulfur dioxide

Sources: VCAPCD 2022

#### **d. Current Air Quality**

The VCAPCD operates a network of air quality monitoring stations throughout the SCCAB. The monitoring stations aim to measure ambient concentrations of pollutants and determine whether ambient air quality meets the State and federal standards. The monitoring station closest to the Planning Area is the Thousand Oaks – Moorpark Road station, on the campus of Thousand Oaks High School. This station measures 8-hour O<sub>3</sub>, hourly O<sub>3</sub>, PM<sub>2.5</sub>, and NO<sub>x</sub>. The Simi Valley – Cochran air monitoring station (located at 5400 Cochran Street) in Simi Valley is the closest air monitoring station to the Planning Area that measures PM<sub>10</sub> and NO<sub>2</sub>. This station is approximately 10 miles northeast of the Planning Area. Table 4.2-4 indicates the number of days each federal and State standard was exceeded at the Thousand Oaks – Moorpark Road and Simi Valley – Cochran air monitoring stations. As shown in Table 4.2-4, O<sub>3</sub> measurements exceeded federal or State O<sub>3</sub> standards in all three observation years. PM<sub>10</sub> measurements exceeded the State standard in all three years. PM<sub>2.5</sub> measurements exceeded federal PM<sub>2.5</sub> standards in 2020. No other State or federal standards were exceeded at these air monitoring stations.

**Table 4.2-4 Ambient Air Quality Data**

Pollutant	2019	2020	2021
8-Hour Ozone (ppm), 8-Hour Average <sup>1</sup>	<b>0.074</b>	<b>0.084</b>	<b>0.073</b>
Number of Days of state exceedances (>0.070 ppm)	1	7	1
Number of days of federal exceedances (>0.070 ppm)	1	7	1
Ozone (ppm), Worst Hour <sup>1</sup>	0.082	<b>0.097</b>	<b>0.077</b>
Number of days of state exceedances (>0.09 ppm)	0	1	0
Carbon Monoxide (ppm), Worst-Hour	*	*	*
Number of days of state exceedances (>20.0 ppm)	*	*	*
Nitrogen Dioxide (ppm) - Worst Hour <sup>2</sup>	0.045	0.042	0.035
Number of days of state exceedances (>0.18 ppm)	0	0	0
Number of days of federal exceedances (>0.10 ppm)	0	0	0
Particulate Matter 10 microns, µg/m <sup>3</sup> , Worst 24 Hours <sup>2</sup>	124.3	<b>90.1</b>	101.5
Number of days of state exceedances (>50 mg/m <sup>3</sup> )	4	6	3.0
Number of days above federal standard (>150 µg/m <sup>3</sup> )	0	0	0
Particulate Matter <2.5 microns, µg/m <sup>3</sup> , Worst 24 Hours <sup>1</sup>	24.4	<b>36.3</b>	29.1
Number of days above federal standard (>35 µg/m <sup>3</sup> )	0	1	0

ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter

<sup>1</sup> Measurements were taken from the 2323 Moorpark Road, Thousand Oaks

<sup>2</sup> Measurements taken from the 5400 Cochran Street, Simi Valley.

\*Insufficient data available to determine the value.

Bold lettering indicates an exceedance of applicable Ambient Air Quality Standards.

Source: California Air Resources Board 2022

## 4.2.2 Regulatory Setting

The Federal CAA, Title 42 Chapter 85, governs air quality in the United States. In addition to being subject to federal requirements, air quality in California is also governed by more stringent regulations under the California CAA. At the federal level, the USEPA administers the CAA. The CAA is administered by CARB at the State level and by the Air Quality Management Districts at the regional and local levels. VCAPCD regulates air quality at the regional level in Ventura County.

### a. Federal Regulations

The USEPA is responsible for enforcing the Federal CAA. The USEPA is also responsible for establishing the NAAQS. The NAAQS are required under the 1977 CAA and subsequent amendments. The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. The agency has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission standards established by CARB.

## Clean Air Act

The CAA of 1970 and the CAA Amendments of 1971 required the USEPA to establish the NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect public health and welfare. They are designed to protect those sensitive receptors most susceptible to further respiratory distress. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The USEPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation. Table 4.2-3 lists the federal attainment status of Ventura County for the criteria pollutants.

### b. State Regulations

#### California Clean Air Act

The California CAA allows the state to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and State air pollution control programs in California, including setting the CAAQS. In *Section 4.2.1(c)*, Table 4.2-3 lists the State attainment status of Ventura County for criteria pollutants. CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and local air districts.

#### California State Implementation Plan

The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the USEPA for approval and publication in the Federal Register. The 2016 Ventura County Air Quality Management Plan (AQMP) is the SIP for Ventura County. The AQMP accommodates growth by projecting the growth in emissions based on different indicators. For example, population forecasts adopted by SCAG are used to forecast population-related emissions.

Through the planning process, emissions growth is offset by basin-wide controls on stationary, area, and transportation sources of air pollution.

## a. Local Regulations

### Ventura County Air Pollution Control District

The VCAPCD prepares AQMPs for meeting federal and State air quality standards (the most recent of which is the 2022 AQMP) and develops rules and regulations and permitting requirements. The VCAPCD provides the *Ventura County Air Quality Assessment Guidelines*, with detailed guidance on how to evaluate and mitigate a project's air quality (AQ) impacts. According to the VCAPCD Guidelines, in addition to the assessment of criteria pollutants, the lead agency should consider San Joaquin Valley Fever factors that are applicable to any proposed projects. Based on these or other factors, if a lead agency determines that a project may create a significant Valley Fever impact, the VCAPCD recommends that the lead agency consider the Valley Fever mitigation measures listed in the VCAPCD Guidelines to minimize fugitive dust, as well as minimizing worker exposure. The VCAPCD Guidelines provides the following list of measures to be considered if the lead agency determines a project site poses a risk of San Joaquin Valley Fever:

1. Restrict employment to persons with positive coccidioidin skin tests (since those with positive tests can be considered immune to reinfection)
2. Hire crews from local populations where possible, since it is more likely that they have been previously exposed to the fungus and are therefore immune
3. Require crews to use respirators during project clearing, grading, and excavation operations in accordance with California Division of Occupational Safety and Health regulations
4. Require that the cabs of grading and construction equipment be air-conditioned
5. Require crews to work upwind from excavation sites
6. Pave construction roads
7. Where acceptable to the fire department, control weed growth by mowing instead of discing, thereby leaving the ground undisturbed and with a mulch covering

The VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Relevant rules and regulations to the project include:

- **Rule 55 (Fugitive Dust).** This rule requires fugitive dust generators, including construction and demolition projects, to implement control measures limiting the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities. The rule would apply during construction and operational activities. Therefore, the mitigation measures described in VCAPCD Air Quality Assessment Guidelines should be applied to all projects related dust-generating operations and activities:
  - Control techniques for fugitive dust generally involve watering, chemical dust control agents for soil stabilization, scheduling of activities, and vehicle speed control.
  - Scheduling activities during periods of low-wind speed will also reduce fugitive dust emissions. Additionally, vehicle speed control can reduce fugitive dust emissions from unpaved roads and areas at construction sites by up to 60 percent, assuming compliance with a 15 miles per hour on-site speed limit.

- **Rule 74.2 (Architectural Coatings).** This rule sets limits on the VOC content of architectural coatings. Non-flat coatings are limited to 150 grams per liter of VOC content; flat coatings are limited to 150 grams per liter of VOC content, and traffic marking coatings are limited to 150 grams per liter of VOC content.

## 4.2.3 Impact Analysis

### a. Methodology and Significance Thresholds

#### Methodology

As a programmatic document, this EIR presents a citywide assessment of the proposed project. Impacts related to air quality were evaluated based on a review of regional air quality plans and data within the Planning Area. Emissions are quantified where possible, based on readily available information, and discussed qualitatively to inform the impact analysis where data was insufficient to quantify emissions.

#### Significance Thresholds

Based on Appendix G of the *CEQA Guidelines* the project would have a significant impact on air quality if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard
3. Expose sensitive receptors to substantial pollutant concentrations
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

The threshold guidelines used to analyze air quality impacts are derived from those of the VCAPCD. The most recent VCAPCD comprehensive publication regarding air quality assessment is the *Ventura County Air Quality Assessment Guidelines* (October 2003). The *Ventura County Air Quality Assessment Guidelines* recommend significance thresholds for projects proposed in Ventura County. Under these guidelines, projects that generate more than 25 pounds per day of ROG or NO<sub>x</sub> are considered to jeopardize attainment of the federal ozone standard and thus have a significant adverse impact on air quality.

The VCAPCD has not established quantitative thresholds for particulate matter. However, a project that may generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or which may endanger the comfort, repose, health, or safety of any such person, or which may cause or have a natural tendency to cause injury or damage to business or property is considered to have a significant air quality impact by the VCAPCD. This threshold is particularly applicable to the generation of fugitive dust during construction grading operations.

The VCAPCD's 25 pounds per day threshold for ROG and NO<sub>x</sub> is not intended to be applied to construction emissions since such emissions are temporary. For construction impacts, the VCAPCD recommends minimizing fugitive dust through various dust control measures. Therefore, as outlined



in the VCAPCD's 2003 *Ventura County Air Quality Assessment Guidelines*, the project's impact is considered significant if it would:

- Generate daily emissions exceeding 25 pounds of ROG<sub>s</sub> or NO<sub>x</sub>
- Cause an exceedance or make a substantial contribution to an exceedance of an ambient air quality standard<sup>1</sup>
- Directly or indirectly cause the existing population to exceed the population forecasts in the most recently adopted AQMP
- Be inconsistent with goals and policies of the Ventura County AQMP and emit greater than 2 pounds of ROG or NO<sub>x</sub> per day
- Create a human health hazard by exposing sensitive receptors to toxic air emissions
- Create objectionable odors affecting a substantial number of people

As discussed above, the VCAPD does not recommend any thresholds of significance for construction emissions. As stated in the Guidelines, "Construction-related emissions [...] of ROG and NO<sub>x</sub> are not counted towards the two significance thresholds, since these emissions are temporary. However, construction-related emissions should be mitigated if estimates of ROG and NO<sub>x</sub> emissions from the heavy-duty construction equipment anticipated to be used for a particular project exceed the [...] the 25 pounds per day threshold in the [...] county."

## b. Project Impacts and Mitigation Measures

<b>Threshold 1:</b> Would the project conflict with or obstruct implementation of the applicable air quality plan?
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### **Impact AQ-1 IMPLEMENTATION OF TO2045 WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE VENTURA COUNTY 2022 AQMP. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

The 2022 Ventura County AQMP estimates the county's population and population forecasts using the SCAG Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS). The VCAPCD Guidelines also state that "if there are more recent population forecasts that have been adopted by the Ventura Council of Governments (VCOG) where the total county population is lower than that included in the most recently adopted AQMP population forecasts, lead agencies may use the more recent VCOG forecasts for determining AQMP consistency" (VCAPCD 2003). As discussed further in Section 4.9, *Population and Housing*, the project could lead to an increase of approximately 20,700 residents, increasing Thousand Oaks' total population to 145,139, which is above SCAG's 2045 population forecast of 144,700 residents. This growth, however, would not be unplanned and would result in a more balanced jobs-housing ratio.

Therefore, the proposed project would not generate growth which substantially exceeds the most recently adopted AQMP population forecasts and thus would not be inconsistent with the AQMP. Potential impacts associated with potential inconsistency with the AQMP would be less than significant.

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<sup>1</sup> *Substantial* is defined as making measurably worse an existing exceedance. Since the VCAPCD does not provide a numerical value for "substantial contribution," changes in CO concentrations were determined to be significant and substantial for this analysis if concentrations including project traffic caused an exceedance of the California 1-hour standard of 20 parts per million (ppm) carbon monoxide or the federal and state 8-hour standard of 9.0 ppm is exceeded. This latter standard follows the SCAQMD definition of significance for CO impacts (SCAQMD, CEQA Handbook, 1993).

## Mitigation Measures

No mitigation measures would be required.

## Significance After Mitigation

Impacts would be less than significant without mitigation.

**Threshold 2:** Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

**Impact AQ-2** DEVELOPMENT FACILITATED BY THE PROJECT WOULD GENERATE CONSTRUCTION AND OPERATIONAL EMISSIONS. SUCH EMISSIONS MAY RESULT IN ADVERSE IMPACTS TO LOCAL AIR QUALITY. IMPLEMENTATION OF TO2045 POLICIES AND COMPLIANCE WITH EXISTING REGULATIONS WOULD REDUCE EMISSIONS, BUT NOT BELOW APPLICABLE LEVELS OF SIGNIFICANCE. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

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## Construction

Future development and mobility improvements associated with the project would involve construction activities that could result in air pollutant emissions. Specifically, construction activities such as demolition, grading, construction worker travel, delivery and hauling of construction supplies and debris, and fuel combustion by on-site construction equipment would generate pollutant emissions. These construction activities would create emissions of dust, fumes, equipment exhaust, and other air contaminants, particularly during site preparation and grading. The extent of daily emissions, particularly ROGs and NO<sub>x</sub> emissions generated by construction equipment, would depend on the quantity of equipment used and the hours of operation for each project. The extent of PM<sub>2.5</sub> and PM<sub>10</sub> emissions would depend on the following factors: 1) the amount of disturbed soils, 2) the length of disturbance time, 3) whether existing structures are demolished, 4) whether excavation is involved, and 5) whether transporting excavated materials off-site is necessary. Dust emissions can lead to both nuisance and health impacts. Projects within the VCAPCD would be required to comply with standard regulations that have the effect of reducing air quality emissions, such as compliance with VCAPCD Rule 55 (Fugitive Dust) and Rule 74.2 (Architectural Coatings).

To promote clean air quality to protect public health and safety and to mitigate adverse air quality impacts, TO2045 includes policies in the Land Use Element and Conservation Element that support implementation of feasible measures to reduce construction emissions associated with buildout of the General Plan. Policy 10.3 supports reducing pollutants from non-mobile sources, such as construction activity. In addition, Policy 10.1 emphasizes air quality meeting State and federal standards. Additionally, Land Use Element Policy 4.3, listed below, encourages construction practices to reduce air quality impacts to new residential development. These policies would reduce construction emissions generated by future projects facilitated by TO2045. These policies are listed below:

### *Land Use Element*

- **Policy 4.3: Barriers and buffers.** Require design features such as site and building orientation, trees or other landscaped barriers, artificial barriers, ventilation and filtration, construction, and operational practices to reduce air quality impacts to new residential development from high-volume roadways.

### *Conservation Element*

- **Policy 10.1: Ambient air quality.** Air quality should meet State and federal standards, whichever are more protective, for human health.
- **Policy 10.2: Alternative transportation.** City actions shall seek to reduce dependency on gasoline- or diesel-powered motor vehicles by encouraging the use of alternative transportation modes and energy sources (e.g., transit, walking, bicycling) thereby reducing vehicle trips and vehicle miles traveled.
- **Policy 10.3: Non-mobile pollution sources.** Reduce air pollution from non-mobile sources, such as landscape equipment, manufacturing, power generation, and construction activity by transitioning to the use of electric equipment or low emission alternatives.
- **Implementation Action C-A.12. Reduce Air Pollution.** Require individual contractors to implement the construction mitigation measures included in the most recent version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines as standard conditions of approval for developments.

The VCAPCD Guidelines have no plan-level significance thresholds for construction air pollutant emissions that would apply to the project. However, the Guidelines include project-level thresholds for ROC and NO<sub>x</sub> construction emissions. If an individual project's construction emissions fall below the project-level thresholds, the project's impacts on regional air quality would be individually and cumulatively less than significant. At this stage of planning, project details are unknown for individual projects under the General Plan; individual residential development projects larger than single-family residences, ADUs, or duplexes may exceed the VCAPCD thresholds for ROC and NO<sub>x</sub>. In addition, commercial or industrial projects may exceed the thresholds. Therefore, impacts are potentially significant. However, Implementation Action C-A.12 requires implementation of mitigation measures in the most recent version of the VCAPCD's Guidelines. Such mitigation regarding ROCs would include measures to reduce ROC emissions during project construction by using architectural coatings with ROC contents of 25 grams per liter or less. Measures to reduce NO<sub>x</sub> emissions during construction for projects larger than single-family residences, ADUs, or duplexes would include minimizing equipment idling time, maintaining equipment engines in good condition and in proper tune as per manufacturers' specifications, lengthening the construction period during smog season (May through October) to minimize the number of vehicles and equipment operating at the same time, and using alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, if feasible. While consistency with VCAPCD's Guidelines pursuant to Implementation Action C-A.12, would reduce impacts from construction emissions to less than significant for the majority of projects, specific project-level details are unknown at this level of planning and individual projects may exceed VCAPCD thresholds after mitigation. Construction impacts would be significant and unavoidable.

## Operation

The greatest source of criteria pollutants in Thousand Oaks is and would continue to be from transportation sources, specifically mobile emissions from roadway traffic. TO2045 emphasizes reducing vehicle miles traveled (VMT) on area roadways through the support of alternative methods of transportation (Policy 10.2) and other VMT-reducing policies listed in Section 4.11, *Transportation*. Policy 10.3 supports reducing pollutants from non-mobile sources, such as landscape equipment and manufacturing. In addition, Policy 10.1 emphasizes air quality meeting State and federal standards. Furthermore, Land Use Policy 4.3, encourages operational practices to reduce air quality impacts to new residential development from roadways. These policies are listed above.

The greatest source of criteria pollutants in Thousand Oaks is and will continue to be from transportation sources, specifically mobile emissions from roadway traffic. The project aims to reduce VMT on area roadways through emphasizing greater mixed use in the area and proximity of residents to jobs. Table 4.2-5 summarizes the net increase in population versus VMT for cumulative plus project buildout conditions based on data provided by Iteris (2023).

**Table 4.2-5 Comparison of VMT and Population Increase Due to the Project**

Scenario	Existing	With Project Buildout	Net Increase
Population (2016) <sup>1</sup>	134,171	154,031 <sup>2</sup>	19,860
<b>Percentage change</b>			<b>12.9%</b>
Total Citywide Daily VMT	6,338,536	6,758,023	419,487
<i>Home-based Daily VMT</i>	2,056,268	2,637,386	581,118
<i>Work-based Daily VMT</i>	1,578,635	1,601,761	23,126
<i>Other-based Daily VMT</i> <sup>3</sup>	2,703,632	2,518,876	-184,756
<b>Percentage Change Total Daily VMT</b>			<b>6.6%</b>

VMT = vehicle miles traveled

<sup>1</sup> Note that while the existing conditions baseline for analysis throughout the EIR is 2022, transportation modeling considers 2016 as the baseline. 2016 data is the newest available VMT data for transportation modeling in Thousand Oaks.

<sup>2</sup> Buildout population projections differ between Section 4.9, *Population and Housing*, due to modeling assumptions. The differences between estimated increase between existing conditions and project buildout does not alter the analysis.

<sup>3</sup> Other trips include school, university, shopping, social/recreational, and other non-home and non-work related trip ends

Source: Iteris 2023

As shown in Table 4.2-5, the city’s population increase would be proportionately greater than the VMT increase, which indicates a reduction in mobile emissions per capita. In addition, a transition to alternative fuel vehicles, such as electric vehicles, will reduce the average per vehicle-mile emissions. As the proposed plan would reduce per capita air quality emissions, in addition to the air quality-related policies listed above that would have the effect of reducing operational air quality emissions, impacts from project operation would be less than significant.

## Mitigation Measures

No mitigation measures are required.

## Significance After Mitigation

Implementation Action C-A.12 would reduce impacts related to criteria pollutant emissions of ROC and NO<sub>x</sub>. However, as specific project-level details are unknown at this level of planning, individual projects may exceed VCAPCD thresholds after mitigation, and construction impacts are significant and unavoidable.

**Threshold 3:** Would the project expose sensitive receptors to substantial pollutant concentrations?

**Impact AQ-3 INDIVIDUAL DEVELOPMENT PROJECTS CARRIED OUT UNDER TO2045 WOULD GENERATE CONSTRUCTION- AND OPERATIONAL-RELATED EMISSIONS. SUCH EMISSIONS MAY RESULT IN ADVERSE IMPACTS TO LOCAL AIR QUALITY. HOWEVER, IMPLEMENTATION OF MITIGATION MEASURES AQ-1 AND AQ-2 AND PROPOSED POLICIES AND COMPLIANCE WITH EXISTING REGULATIONS WOULD REDUCE CONSTRUCTION AND OPERATIONAL EMISSIONS SUCH THAT IT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

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## Construction

The project would result in DPM exhaust emissions from off-road, heavy-duty diesel equipment associated with site preparation (e.g., excavation, grading, clearing), building construction, and other construction activities. The potential cancer risk from inhaling DPM, as discussed below, outweighs the potential non-cancer<sup>2</sup> health impacts (CARB 2022b).

Generation of DPM from construction typically occurs in a single area for a short period. Future construction could occur over approximately 22 years (assuming a buildout year of 2045), but use of diesel-powered construction equipment in any one area would likely occur for no more than a few years for an individual project and would cease when construction is completed in that area. It is impossible to quantify risk without identified specific project details and locations.

The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period. According to the California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments (HRA), which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the development (OEHHA 2015).

The maximum PM<sub>10</sub> and PM<sub>2.5</sub> emissions would occur during demolition, site preparation, and grading activities, which would only occur for a portion of the overall estimated timeframe of 22 years for individual project construction. These activities typically last for approximately 2 weeks to 2 years, depending on the extent of grading and excavation required (e.g., projects with subterranean parking structures or geological constraints require additional grading as compared to those without). PM<sub>10</sub> and PM<sub>2.5</sub> emissions would decrease for the remaining construction period, because construction activities such as building construction and architectural coating would

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<sup>2</sup> Non-cancer risks include premature death, hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma, increased respiratory symptoms, and decreased lung function (CARB 2021a).

require less intensive construction equipment. While the maximum DPM emissions associated with demolition, site preparation, and grading activities would only occur for a portion of the overall construction period, these activities represent the worst-case condition for the total construction period. This would represent between 0.1 to 7 percent of the total 30-year exposure period for health risk calculation. Additionally, VCAPCD CEQA guidance does not require preparation of an HRA for short-term construction emissions.

According to the OEHHA, construction of individual projects lasting longer than 2 months could potentially expose sensitive receptors to substantial pollutant concentrations and therefore could result in potentially significant health risk impacts. CARB suggests sensitive receptors located within 1,000 feet of a freeway could be exposed to similar TAC concentrations as receptors within 1,000 feet of a freeway (CARB 2017). Therefore, for the purposes of this analysis, construction of a project within 1,000 feet of a sensitive receptor could expose receptors to TAC concentrations. In addition, individual residential development projects larger than single-family residences, ADUs, or duplexes can result in potentially significant health risk impacts when Tier 4 construction equipment, which results in substantially lower TAC emissions than older construction equipment, is not utilized. As a result, certain development projects could exceed health risk thresholds if they are located close to sensitive receptors, involve an extended construction duration, and do not utilize Tier 4 or newer construction equipment. VCAPCD does not define health risk thresholds; however, adjacent air districts such as the Santa Barbara County Air Pollution Control District uses an increased cancer risk of greater than 10.0 in a million and an increased non-cancer risk of greater than 1.0 Hazard Index (Chronic or Acute). Therefore, this construction impact would be potentially significant and implementation of Mitigation Measure AQ-1 would be required.

## Operation

Development facilitated by the project could result in a net increase of approximately 7,871 additional residential units and 11,845 new jobs in Thousand Oaks. Development facilitated by the 2045 General Plan in accordance with land use and zoning regulations would not site land uses that typically generate TAC, such as industrial land uses near residential land uses. Additionally, if the proposed commercial, retail, warehouse, research and development, and industrial uses site a new stationary TAC source, like an emergency generator, then said stationary source would be required to receive a permit. The permitting process would ensure that the stationary source does not present a health risk to existing nearby sensitive receptors.

Furthermore, there are several high-volume roadways and freeways in Thousand Oaks, including SR 23 and US 101. The 2045 General Plan may facilitate locating sensitive receptors in proximity to high-volume roadways and freeways. To minimize health risks to sensitive receptors located near stationary sources and/or freeways and high-volume roadways, the 2045 General Plan includes the following proposed goal and policies that aim to improve air quality and minimize exposure to TAC:

The following proposed policies from the Conservation Element address potential air quality impacts for sensitive receptors:

- **Policy 10.4: Air pollution exposure mitigation.** Minimize exposure to harmful levels of air pollution of residents and employees by reducing toxic air contaminants.
- **Policy 10.5: Vulnerable communities.** Avoid locating residences, schools, retirement homes, hospitals, etc. and vulnerable communities near major sources of air pollution, when feasible.

- **Policy 10.6: Health Risk Assessments for Sensitive Receptors.** Require new development within 500 feet of freeways and roadways with over 100,000 vehicle trips per day that include residential uses or other sensitive receptors prepare a health risk assessment (HRA) to identify potential health risk impacts. Based on the results of the HRA, the City shall require mitigation measures as necessary, to reduce potential exposure to toxic air contaminants.

The primary mobile source of TACs within the Planning Area is truck idling and use of off-road equipment. New warehousing operations could generate substantial DPM emissions from off-road equipment use and truck idling. In addition, some warehousing and manufacturing facilities may include use of transport refrigeration units for cold storage. Such potential future uses could generate an increase in DPM that could contribute to cancer and noncancer health risk at nearby sensitive receptors. Without project-specific analysis, health risk impacts from nonpermitted sources associated with development of industrial and commercial land uses under the proposed plan would be potentially significant. Implementation of Policy 10.6 in the Conservation Element would require project applicants to prepare an operational HRA for the siting of new sensitive receptors within 500 feet of major sources of TAC (freeways or high-volume roadways with 10,000 vehicles or more per day) and implement any mitigation measures as necessary. Mitigation Measure AQ-2 would require applicants for land uses that would generate substantial diesel truck travel to determine the appropriate level of mitigation required by preparing an operational HRA. With the implementation of Policy 10.6 and AQ-2, the project's impacts related to operational TAC emissions would be less than significant.

## Mitigation Measures

### *AQ-1 Adopt and Implement a New General Plan Policy that Requires Construction HRA*

To reduce impacts of substantial pollutant concentrations on sensitive receptors, the City shall adopt the following General Plan policy in the Conservation Element to be implemented as part of the project approval process:

- **Policy 10.7:** Require new development that is within 1,000 feet of sensitive receptors, will take longer than 2 months, or does not utilize construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, or uses alternative fuel to prepare a construction health risk assessment (HRA) to identify potential health risk impacts. Based on the results of the HRA, the City shall require mitigation measures as necessary, to reduce potential exposure to toxic air contaminants.

### *AQ-2 Conduct Operational HRA*

Prior to permit approval for warehousing or commercial land uses that would generate at least 100 diesel trucks per day or 40 or more trucks with diesel-powered transport refrigeration units per day, the applicant shall submit an operational HRA or submit proof that an HRA is not required in accordance with health risk thresholds of an increased cancer risk of greater than 10.0 in a million and an increased non-cancer risk of greater than 1.0 Hazard Index (Chronic or Acute) to the City for review and approval. If required by the City, the operational HRA shall be prepared in accordance with the OEHHA and mitigated to below the health risk thresholds. Typical measures to reduce risk impacts may include, but are not limited to:

- Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible
- Electrifying warehousing docks
- Truck Electric Vehicle (EV) Capable trailer spaces
- Requiring use of newer equipment and/or vehicles
- Restricting off-site truck travel through the creation of truck routes

The operational HRA shall be provided to the City for review and concurrence prior to project approval.

### Significance After Mitigation

Impacts would be less than significant after implementation of Mitigation Measures AQ-1 and AQ-2.

<b>Threshold 4:</b> Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?
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**Impact AQ-4** THE PROJECT WOULD NOT CREATE OBJECTIONABLE ODORS THAT COULD ADVERSELY AFFECT A SUBSTANTIAL NUMBER OF PEOPLE. IMPACTS RELATED TO ODORS WOULD BE LESS THAN SIGNIFICANT.

Construction of development and mobility improvements would require the operation of construction equipment and asphalt paving, which could generate oil, diesel fuel, and asphalt odors. The odors would be limited to the construction period and would be temporary. Therefore, odors emitted from the construction of individual future projects under the project would be less than significant.

As stated in the VCAPCD Guidelines, land uses typically producing objectionable odors include wastewater treatment plants, food manufacturing plants, chemical plants, composting, refineries, landfills, cannabis facilities, and confined animal facilities. Development facilitated by TO2045 could include residential, retail, hotel, warehouse, and research and development uses. Most of these land uses typically do not produce objectionable odors. Therefore, 2045 General Plan impacts related to operational odor impacts would be less than significant. In addition, other odors from development of the 2045 General Plan include odors associated with vehicle and engine exhaust and idling; however, odors from vehicles are not stationary and are dispersed throughout the roadway network and would result in less-than-significant impacts.

### Mitigation Measures

No mitigation measures are required.

## 4.2.4 Cumulative Impacts

The geographic scope of the cumulative air quality analysis is the regional air basin, specifically the SCCAB. The cumulative analysis considers the nearby past, present, and reasonably foreseeable future plans and projects within the SCCAB.

### Criteria Air Pollutants

The SCCAB is in non-attainment for federal standards of ozone and in non-attainment for the State standard for ozone and PM<sub>10</sub>. The SCCAB is in attainment of all other federal and State standards. Development facilitated by the project could generate particulate matter and the ozone precursors



(ROG and NO<sub>x</sub>) in the area during construction and operation. As described under Impact AQ-1, the project would be consistent with the overall goal of the 2022 County AQMP and does not contain elements that would disrupt or hinder implementation of the 2022 County AQMP. Discussion of these impacts considers the cumulative nature of criteria pollutants in the region. Therefore, TO2045 would not result in a cumulatively considerable contribution to a conflict with or obstruction of implementation of the applicable air quality plan.

As described under Impact AQ-2, construction facilitated by the project would temporarily increase air pollutant emissions, possibly creating localized areas of unhealthy air pollution levels or air quality nuisances. These temporary impacts would be mitigated with Implementation Action C-A.12 but remain significant and unavoidable. Discussion of these impacts considers the cumulative nature of criteria pollutants in the region; therefore, with mitigation the project would result in a cumulatively considerable net increase of a criteria pollutant from construction emissions. In addition, as described under Impact AQ-2, the project would result in an increase of operational VMT that would be less proportionally than the projected service population increase. Therefore, impacts from operational criteria pollutant impacts from the project would not be cumulatively considerable. Therefore, the overall cumulative impact related to criteria air pollutants would be significant and unavoidable due to construction emissions.

### **TACs**

As identified under Impact AQ-3, development facilitated by the project would not have a significant impact from TACs with implementation of mitigation measures AQ-1 and AQ-2. Discussion of these impacts considers the cumulative nature of the pollutants in the region (e.g., the cancer risk and non-cancer risk thresholds have been set per existing cancer risks in the area and exceeding those thresholds would be considered a cumulative impact). As implementation of the project would not exceed those thresholds with identified mitigation, it would not expose sensitive receptors to a cumulatively considerable amount of substantial pollutant concentrations from TACs. Therefore, the cumulative impact related to TACs would be less than significant with mitigation.

### **Odors**

As identified under Impact AQ-4, the project would not have a significant impact from odor emissions. Construction emissions would disperse rapidly with distance, and therefore construction projects near one another would not result in combined odors above those analyzed. In addition, operation of development facilitated by the project would not result in objectionable odors, and therefore cumulative odor impacts from multiple development would not result in a cumulatively considerable increase in odors. Therefore, the cumulative impact related to odors would be less than significant.

## 4.3 Biological Resources

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This section describes the existing biological resources in the Planning Area, evaluates the significance of potential impacts to sensitive biological resources (including impacts to special status species, habitats, and local policies or ordinances protecting biological resources) that could result from implementation of the proposed TO2045, and identifies feasible mitigation measures to reduce any such potentially significant impacts.

### 4.3.1 Setting

The City of Thousand Oaks has a Mediterranean climate characterized by warm, dry summers and cool, moist winters. The City of Thousand Oaks lies 10 miles north of the Pacific Ocean on the opposite side of the Santa Monica Mountain range and features valleys, such as Conejo Valley, and canyons, such as Wildwood Canyon and Arroyo Conejo. The topography features rolling hills covered in grasslands, scrubland, and oak woodlands. The elevation ranges from approximately 300 to 3,000 feet in elevation. Numerous streams flow through the city, provide habitats for various wildlife species, and contribute to the overall ecological balance of the area.

The Planning Area supports urban development; however, a substantial amount of open space, over 15,000 acres, occurs within the city limits. The open space consists of relatively undisturbed natural habitats consisting of a variety of vegetation communities. These open space areas often feature parks, trails, and natural habitats, offering residents and visitors opportunities for outdoor activities, including walking, biking, and picnicking, mostly managed by Conejo Open Space Conservation Agency.

#### **a. Vegetation Communities and Land Cover Types**

The natural community descriptions listed below are based on the California Department of Fish and Wildlife (CDFW) California Wildlife Habitat Relationships classification scheme (CWHHR) (Mayer and Laudenslayer 1988) (CDFW 2023a). Figure 4.3-1 illustrates the primary vegetation communities in the Planning Area, consisting of California sage scrub, chaparral, grassland and barren, riparian/coastal live oak woodland, southern oak woodland/oak savannah, freshwater marsh, and biological crusts, which are further discussed below.

#### **California Sage Scrub**

Along with chaparral, California sage scrub is the most widespread plant community in undeveloped areas of Thousand Oaks. It is comprised of small semi-woody shrubs, including California sagebrush, California sunflower, California buckwheat, California lilac, California monkey flowers, and purple sage. This community is often found below 1,000 feet elevation, often inter-grading with chaparral. Two forms of this plant community occur within the Conejo Valley: "inland" and "maritime." The inland form is by far the most abundant in the City's Planning Area. The maritime form is present along the Conejo Grade and on south-facing slopes of Broome Ranch, where the penetration of fog provides additional moisture. The cumulative loss of California sage scrub habitat throughout the state is of considerable concern. Many of Thousand Oaks' rarest endemic plants and animals are found in this plant community (City of Thousand Oaks 2020).

## **Chaparral**

Chaparral is typical of Mediterranean climates around the world and found mostly on steep, north-facing slopes with shallow soil. This community usually occurs at higher elevation than California sage scrub and consists of a variety of large stiff woody shrubs, including chamise, scrub oak, manzanita, laurel sumac, mountain mahogany, and several species of ceanothus. Chaparral shrubs provide cover for large animals, serve as a major component of the diet of mule deer, and produce seeds for birds and small mammals (City of Thousand Oaks 2020).

## **Grassland**

Grasslands are characterized by low, annual, native and non-native grasses and herbs, including wild oats, brome grass, narrow leaf milkweed, and dove weed. This plant community is located primarily in heavy clay soils on gently rolling hills and valleys. In less disturbed areas, native grasses, such as purple needle grass, and native bulbs, such as Catalina mariposa lily, may be common. Native communities are becoming increasingly scarce in California due to man-made pressures, including competition from non-native species, agricultural conversion, increased frequency of wildfires, and urbanization. In areas where grasslands have remained, this has resulted in the replacement of the native flora with introduced non-native plants. On the urban/wildland interface, many native grasslands have become completely dominated by weedy annual species such as ripgut brome, black mustard and tocalote (City of Thousand Oaks 2020).

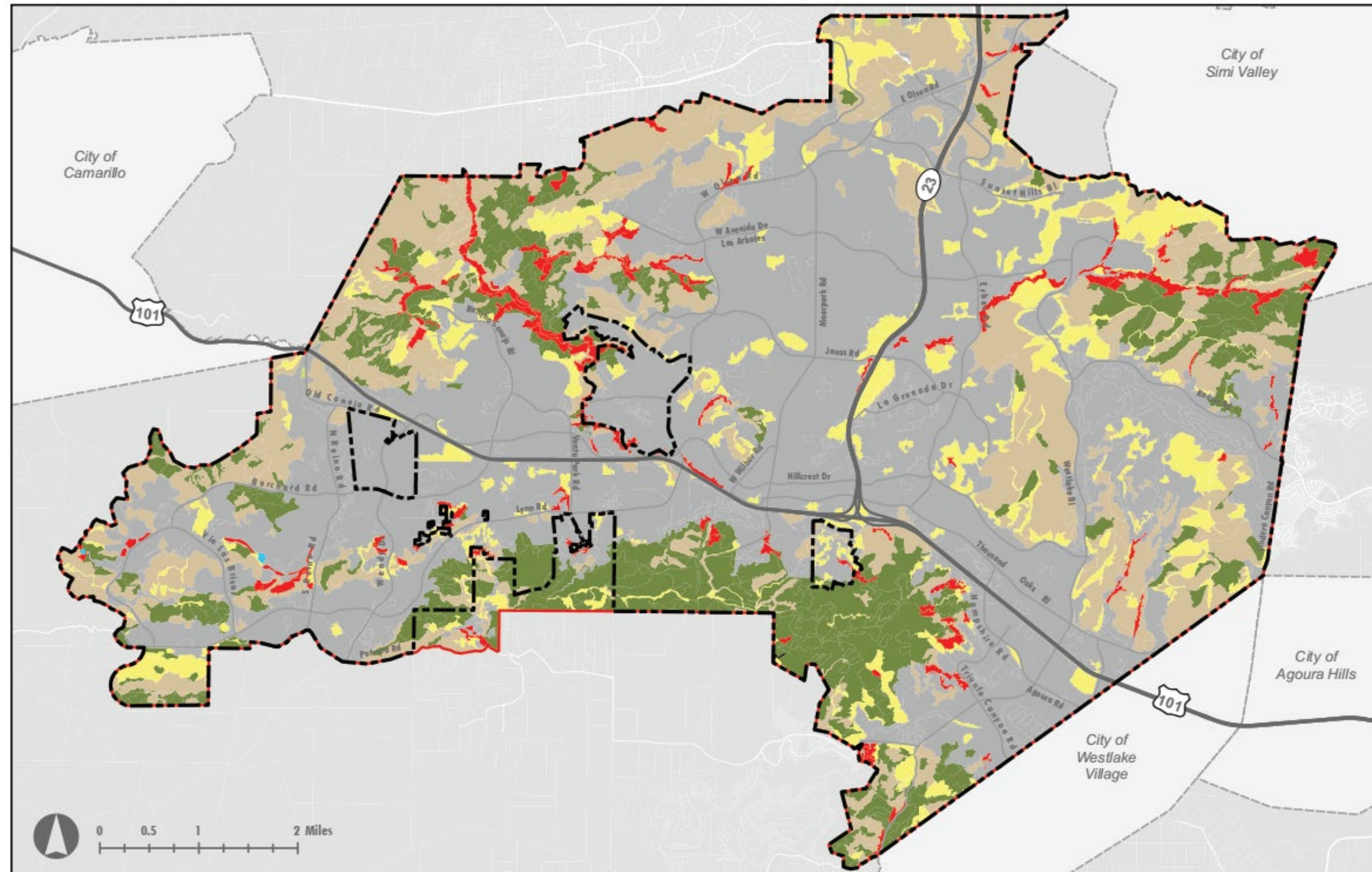
## **Freshwater Marsh**

In Thousand Oaks, freshwater marsh covers the smallest geographic area of any of the natural communities in Thousand Oaks, primarily located along the margins of Lake Eleanor and in wetlands adjacent to the Hill Canyon Treatment Plant. This community is comprised of herbaceous perennial plants that occur where water accumulates. Common plants in this community include cattails, tules, and water plantain. Freshwater marsh areas are commonly used as foraging and breeding areas by waterfowl (City of Thousand Oaks 2020). Because freshwater marsh covers such a small area in Thousand Oaks, this landcover type does not appear on Figure 4.3-1, given this figure is scaled to show all of Thousand Oaks.

## **Riparian and Coast Live Oak Woodland**

Riparian and coast live oak woodland are mostly restricted to perennial streams or springs where there is moisture at or near the surface for most of the year; coast live oak woodland also occurs on north-facing slopes with an appropriate soil moisture regimes. This plant community naturally occurs in valleys and canyons and provides important habitat for wildlife. However, the extent of this plant community is limited and comprises less than 3 percent of the Planning Area's remaining open space. Riparian woodland consists of an overstory of large deciduous trees, such as arroyo and red willow, coast live oak, California sycamore and Fremont cottonwood, with an understory of shrubs such as California wild rose and mule fat. Herbaceous riparian habitat consists of a dense growth of low perennial plants, such as cattails, rushes, and sedges. (City of Thousand Oaks 2020).

**Figure 4.3-1 Vegetation Communities in Thousand Oaks**



Raimi + Associates 2023 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles

- |             |                                    |                     |                              |
|-------------|------------------------------------|---------------------|------------------------------|
| City Limits | Chaparral                          | Valley Oak Woodland | Unincorporated Counties Land |
| City Sphere | California Sage Scrub              | Agriculture         | Adjacent cities              |
| Major Roads | Grassland and Barren               | Lakes               |                              |
| Freeways    | Riparian/Coastal Live Oak Woodland | Urban               |                              |

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## **Southern Oak Woodland/Oak Savannah**

Southern oak woodlands and savannahs primarily occur in gently rolling foothills and valleys. This habitat type is comprised of large, widely spaced valley oaks separated by extensive grasslands. This plant community is present in the Planning Area but in its undisturbed form is limited to small geographic areas. The only remaining examples of southern oak woodlands and savannahs with their associated plants are in public open space. Southern oak woodlands and savannahs support a wide variety of bird and animal species wherever they occur (City of Thousand Oaks 2020).

## **Biological Crusts**

Although not technically a plant community, biological crusts are a unique assemblage of organisms comprised of cyanobacteria, mosses, lichens, and liverworts. They occur in most plant communities in the Planning Area but are best represented in chaparral and California sage scrub. Research indicates that these biotic communities perform several critical functions in ecosystems. Belying their humble appearance, they provide soil stability by cementing soil particles together, thereby providing resistance to wind and water erosion. They also increase water infiltration by retarding run-off and suppress weed germination by forming a “crust” on the soil that weed seeds cannot penetrate. In areas where the crust has been removed by trampling, or movement of heavy equipment, weedy, introduced plants soon colonize the soil, crowding out native species (City of Thousand Oaks 2020).

## **b. Waterbodies and Wetlands**

Thousand Oaks contains two man-made lakes: Westlake Lake, which is privately owned, and Lake Eleanor, which is owned by the Conejo Open Space Conservation Agency. Just outside the Thousand Oaks SOI are Lake Sherwood, Las Virgenes Reservoir, and Bard Reservoir. These perennial water bodies are capable of hosting fish communities. The water bodies are also surrounded by riparian habitat, which provide natural habitat for migratory birds.

In addition to these perennial waterbodies, Thousand Oaks contains a number of wetlands mapped by the United States Fish and Wildlife Service (USFWS) in the National Wetlands Inventory (NWI) (City of Thousand Oaks 2020). These wetlands provide habitat for fish, wildlife, and plants and have commercial and recreational value in the form of groundwater recharge, flooding prevention, and providing clean drinking water. The waterbodies and NWI wetlands in Thousand Oaks and the surrounding region are shown in Figure 4.3-2.

## **c. Special Status Species**

For the purposes of this analysis, special-status species include the following:

- Species listed as threatened or endangered under the Federal Endangered Species Act (FESA), including proposed and candidate species;
- Species listed as candidate, threatened, or endangered under the California Endangered Species Act (CESA);
- Species designated as Fully Protected by the California Fish and Game Code (CFGC), and Species of Special Concern or Watch List by CDFW;
- Plant species protected by the Native Plant Protection Act (NPPA) (State Rare);
- Plant species with California Native Plant Society (CNPS) California Rare Plant Ranks (CRPR) 1A, 1B, 2A and 2B;

Queries of scientific databases provided by the USFWS, CDFW, CNPS, and other resources, were conducted to obtain comprehensive information regarding state and federally listed species as well as other special-status species considered to have potential to occur within the City's Planning Area. The CDFW California Natural Diversity Database (CNDDDB) (CDFW 2023a) query included the City's Planning Area and an additional 5-mile radius. The CNPS's Inventory of Rare and Endangered Plants (CNPS 2023) included the *Thousand Oaks, California* USGS 7.5-minute topographic quadrangle and the surrounding eight quadrangles (*Newbury Park, Point Dume, Triunfo Pass, Malibu Beach, Calabasas, Simi Valley East, and Simi Valley West*). The results of these scientific database queries were compiled into a table that is presented in Appendix E. Species that occur in habitats that are not present within the City's Planning Area and species known to be extirpated from the region were excluded from the table.

### **Special-status Wildlife**

A total of 24 special-status invertebrate, fish, amphibian, reptile, bird, and mammal species have the potential to occur in the Planning Area. Appendix E identifies animal species with the potential to occur in the Planning Area and their habitat requirements.

Of the 24 special-status wildlife species with the potential to occur in the Planning Area, the following species have federal and/or State listing status:

- Crotch's bumble bee (*Bombus crotchii*) - State Candidate Endangered
- Tricolored blackbird (*Agelaius tricolor*) – State Threatened, CDFW Species of Special Concern
- Coastal California gnatcatcher (*Polioptila californica californica*) – Federally Threatened, CDFW Species of Special Concern
- Least Bell's vireo (*Vireo bellii pusillus*) – Federally Endangered, State Endangered
- Bank swallow (*Riparia riparia*) – State Threatened
- California red-legged frog (*Rana draytonii*) – Federally Threatened, State Threatened

### **Special-status Plant Species**

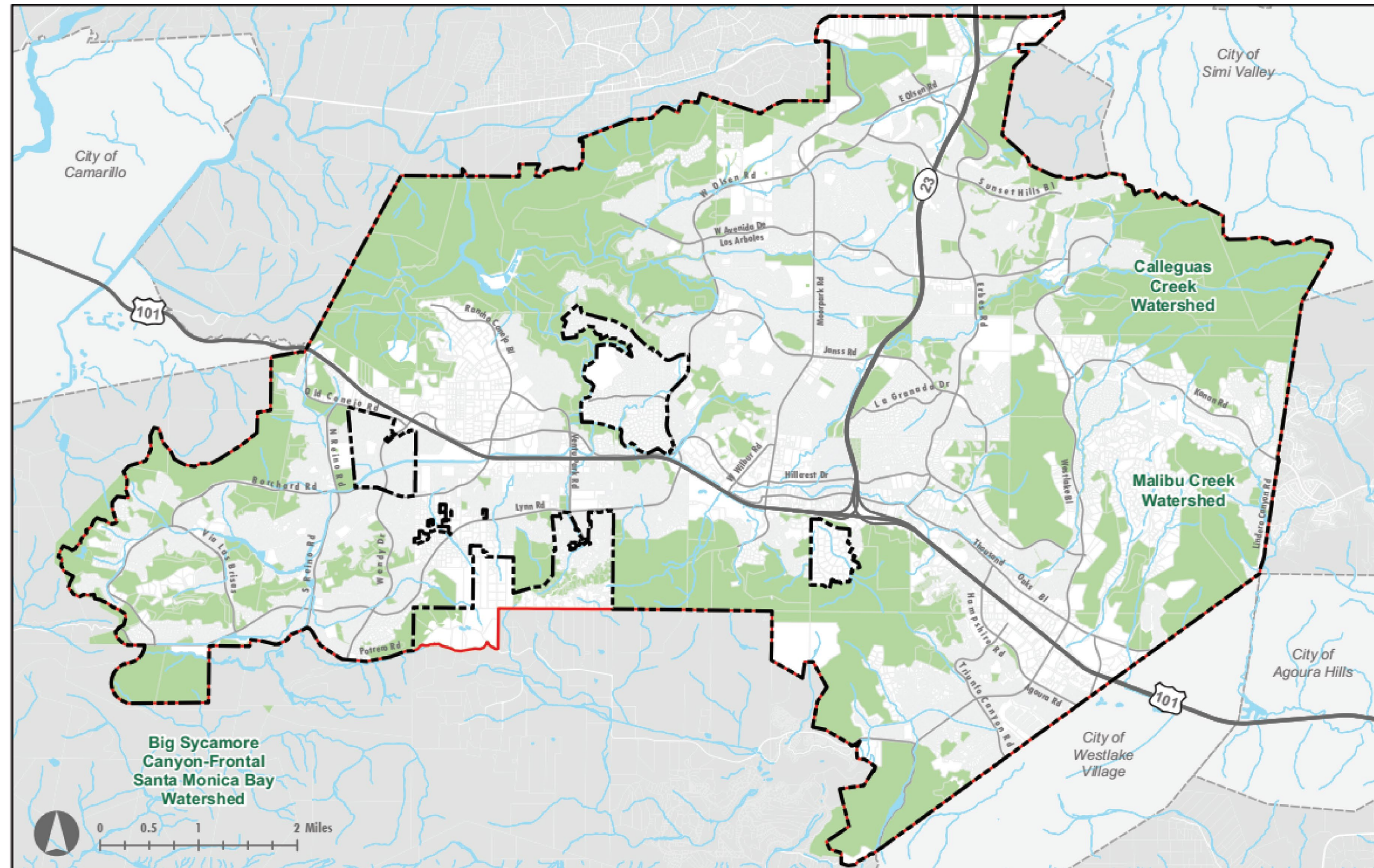
A total of 38 special-status plant species have the potential to occur within the Planning Area. Appendix E shows the special-status plant species and habitat requirements for each species within the vicinity of the Planning Area.

Of the 38 special-status plant species with the potential to occur in the Planning Area, the following species have federal and/or State listing status:

- Braunton's milk-vetch (*Astragalus brauntonii*) - Federally Endangered
- Agoura Hills dudleya (*Dudleya cymosa* ssp. *Agourensis*) – Federally Threatened
- Marcescent dudleya (*Dudleya cymosa* ssp. *marcescens*) – Federally Threatened, State Rare
- Santa Monica dudleya (*Dudleya cymosa* ssp. *ovatifolia*) – Federally Threatened
- Conejo dudleya (*Dudleya parva*) – Federally Threatened
- Verity's dudleya (*Dudleya verityi*) – Federally Threatened
- California Orcutt grass (*Orcuttia californica*) - Federally Endangered, State Endangered
- Lyon's pentachaeta (*Pentachaeta lyonii*) - Federally Endangered, State Endangered



**Figure 4.3-2 Wetlands in Thousand Oaks**



Raimi + Associates 2023 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles, National Wetlands Inventory, 2023

- City Limits
- City Sphere
- Major Roads
- Freeways
- NWI Wetlands
- Parks and Open Space
- Unincorporated Counties Land
- Adjacent cities



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#### **d. Sensitive Natural Communities**

Special-status habitats are vegetation communities, associations, or sub-associations that support concentrations of special-status plant and/or wildlife species, are of relatively limited distribution, or are of particular value to wildlife. Although special-status habitats are not afforded legal protection unless they support special-status species, potential impacts to them may trigger the prescription of mitigation measures by resource agencies for those habitats.

Sensitive habitats are special-status plant communities considered sensitive by federal, State, and local agencies due to their rarity or value in providing habitat for vegetation, fish, and wildlife. Sensitive habitats present within the Planning Area include Southern Coast Live Oak Riparian Forest, Southern Riparian Forest, Southern Sycamore Alder Riparian Woodland, and Valley Oak Woodland.

#### **e. Nesting Birds**

Suitable nesting sites for avian species and the species themselves are protected by the federal Migratory Bird Treaty Act and CFGC, including shrubs, trees, grasslands, and man-made structures throughout the Planning Area. Some species prefer vegetation for nesting, including native and ornamental vegetation, while other species can be found nesting in man-made structures, such as power poles or the eaves of buildings. Birds typically construct their nests during the breeding season, which is generally February 1 through September 15 but beginning January 1 for all raptor species.

#### **f. Critical Habitat**

Critical habitat is a term used in the federal Endangered Species Act to identify specific geographic areas that contain features essential for the conservation of a threatened or endangered species that may require special management or protection. These habitats provide suitable conditions that may provide nesting/denning sites, foraging areas, cover, and other resources that are essential to the species' survival, reproduction, and genetic diversity. Critical Habitat areas have been developed because the species face various threats to its habitat, including urban development, agriculture, invasive species, and habitat fragmentation. The habitat areas were defined based on scientific studies and analysis of the species' habitat requirements. The designation of critical habitat does not necessarily restrict all human activities within the designated areas; however, it requires federal agencies to consult with the USFWS to ensure that all proposed actions or projects do not adversely modify or destroy the critical habitat. It is also important to note that the species may also occur outside these designated areas within similar habitats occurring throughout the City's Planning Area and consultation with the USFWS is still required in the event suitable habitat for the species may be impacted.

The USFWS Critical Habitat Portal (USFWS 2023) was reviewed to obtain information on the limits of federally defined Critical Habitat areas which provide habitat for endangered species. Based on this review, open space areas in Thousand Oaks contain critical habitat for three endangered species: coastal California gnatcatcher, Lyon's pentachaeta, and Braunton's milkvetch. Brief summaries of these species are provided below.

#### **Coastal California Gnatcatcher**

Coastal California Gnatcatcher (*Poliioptila californica californica*) is a federally listed threatened species in which the USFWS has designated Critical Habitat areas primarily along the northern extent of the City's Planning Area. These areas consist of optimal coastal sage scrub ecosystems,

which are characterized by low, dense shrubs, and adjacent native plant communities. The species is also known to occur in similar habitats outside federally defined critical habitat areas, including the open space areas along Wildwood Park and Mountclef Ridge within the northern City limits.

### **Lyon's Pentachaeta**

Lyon's pentachaeta (*Pentachaeta lyonia*) is a federal and California endangered plant species with a CNPS Rare Plant Rank 1B.1 designation (Rare, Threatened, or Endangered in California and elsewhere). The species is an annual plant in the sunflower family that blooms with yellow flower heads from March through August. USFWS designated Critical Habitat occurs throughout the City's Planning area grassland vegetation communities on rocky clay soils of volcanic origin. Specifically, critical habitat for this species occurs throughout Wildwood Park, hillsides near Lake Sherwood, and in among undeveloped knolls throughout the central portions of the city.

### **Braunton's Milk Vetch**

Braunton's milkvetch (*Astragalus brauntonii*) is a federal endangered perennial herb species with a CNPS Rare Plant Rank 1B.1 designation. USFWS designated Critical Habitat occurs primarily near the community of Oak Park in undeveloped areas consisting of coastal sage scrub and grassland communities.

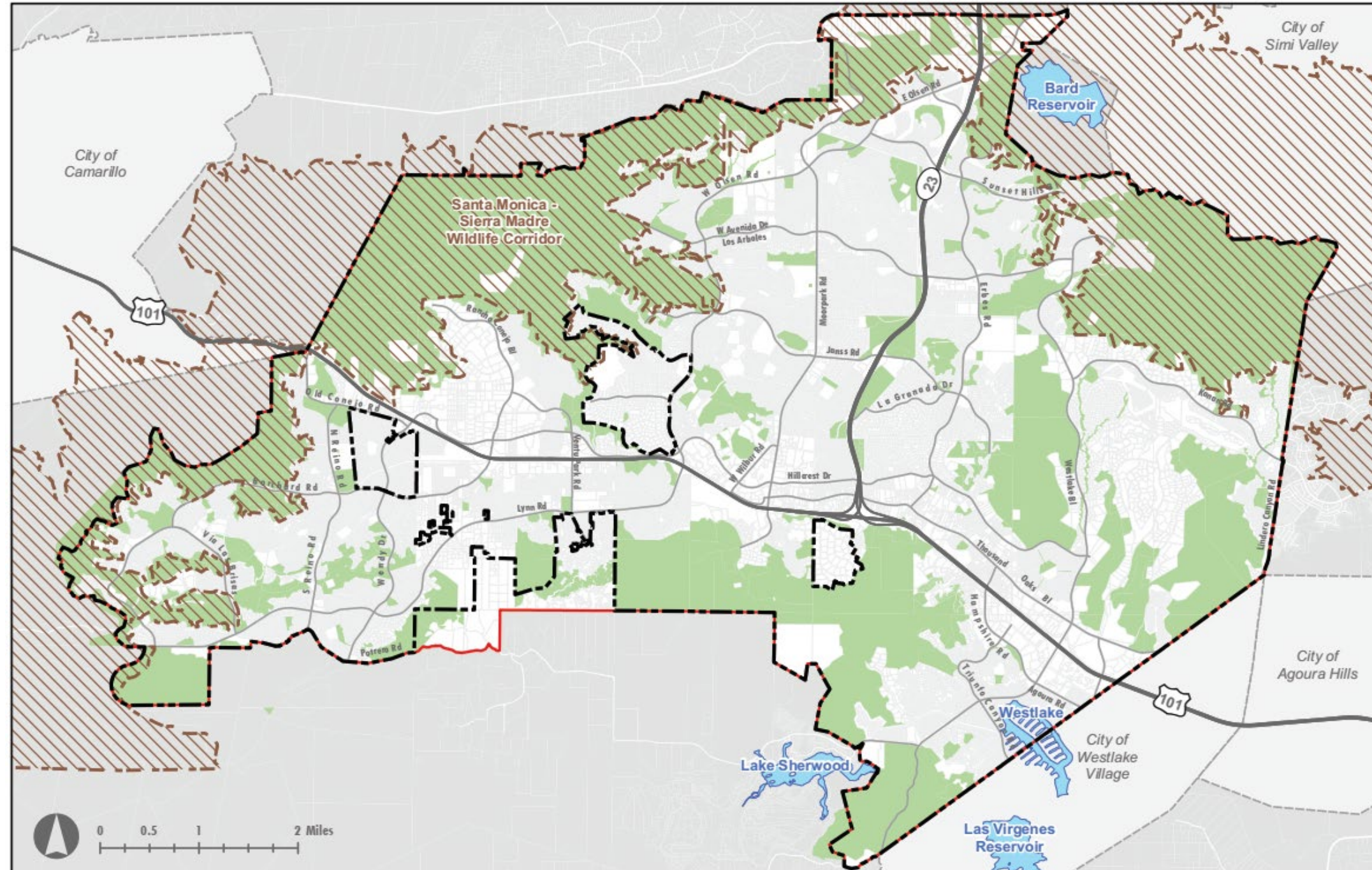
## **g. Wildlife Movement Corridors**

Wildlife corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature, allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, unsuitable habitat, or open areas with little vegetative cover.

Many local wildlife species, including mountain lions, bobcats, gray foxes, coyotes, and mule deer, depend on access to large areas of connected habitats for feeding and dispersal. Urban development patterns have the potential to fragment habitats and limit the ranges of wildlife. Wildlife corridors represent the last remaining access areas that connect fragmented patches of habitat. The fragmentation of natural areas in Ventura County and Thousand Oaks due to development patterns limits the ability of plant and animal populations to disperse and move to different areas. Maintaining and enhancing existing habitat linkages is essential to ensuring the preservation of regional natural resources, biodiversity, and sensitive species (City of Thousand Oaks 2020).

The Santa Monica-Sierra Madre Wildlife Corridor, located along the northern fringes of Thousand Oaks, is one of the few remaining coastal connections in the South Coast Ecoregion. This corridor was documented in the 2006 South Coast Missing Linkages Project and was established as a planning region in 2019 by the Ventura County Board of Supervisors. It is designed to protect landscape linkages for 20 focal species that are sensitive to habitat loss and fragmentation. These focal species cover a wide array of habitats and movement needs in the region. Due to the existing level of development, the urban areas of Thousand Oaks are not considered wildlife corridors. Regional wildlife corridors in Thousand Oaks are shown in Figure 4.3-3.

**Figure 4.3-3 Regional Wildlife Corridors**



Raimi + Associates 2023 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles; National Wetlands Inventory, 2023

- |                             |                 |                              |
|-----------------------------|-----------------|------------------------------|
| City Limits                 | Major Roads     | Parks and Open Space         |
| City Sphere                 | Freeways        | Unincorporated Counties Land |
| Regional Wildlife Corridors | Adjacent cities |                              |



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## 4.3.2 Regulatory Setting

### a. Federal Regulations

#### Endangered Species Act

The USFWS and National Marine Fisheries Service (NMFS) share responsibility for implementing the Endangered Species Act (ESA). Generally, the USFWS implements the FESA for terrestrial and freshwater species, while the NMFS implements the FESA for marine and anadromous species. Projects that would result in “take” of any threatened or endangered animal species, or a threatened or endangered plant species if occurring on federal land, are required to obtain permits from the USFWS or NMFS through either Section 7 (interagency consultation with a federal nexus) or Section 10 (Habitat Conservation Plan) of the ESA, depending on the involvement by the federal government in funding, authorizing, or carrying out the project. The permitting process is used to determine if a project would jeopardize the continued existence of a listed species and what measures would be required to avoid jeopardizing the species. “Take” under federal definition means to harass, harm (which includes habitat modification), pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Proposed or candidate species do not have the full protection of the ESA (USFWS 1973); however, the USFWS and NMFS advise project applicants that they could be elevated to listed status at any time.

#### Fish and Wildlife Coordination Act

The USFWS also has responsibility for project review under the Fish and Wildlife Coordination Act. This statute requires that all federal agencies consult with USFWS, National Oceanic and Atmospheric Administration Fisheries, and the State’s wildlife agency (CDFW) for activities that affect, control, or modify streams and other water bodies. Under the authority of the Fish and Wildlife Coordination Act, USFWS, National Oceanic and Atmospheric Administration Fisheries, and the CDFW review applications for permits issued under Section 404 and provide comments to USACE about potential environmental impacts.

#### Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) of 1918 implements four international conservation treaties that the U.S. entered into with Canada in 1916, Mexico in 1936, Japan in 1972, and Russia in 1976. It is intended to ensure the sustainability of populations of all protected migratory bird species. The law has been amended with the signing of each treaty, as well as when any of the treaties were amended, such as with Mexico in 1976 and Canada in 1995. The MBTA prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the USFWS.

The list of migratory bird species protected by the law, in regulations at 50 CFR Part 10.13, is primarily based on bird families and species included in the four international treaties. A migratory bird species is included on the list if it meets one or more of the following criteria:

1. It occurs in the United States or U.S. territories as the result of natural biological or ecological processes and is currently, or was previously listed as, a species or part of a family protected by one of the four international treaties or their amendments.

2. Revised taxonomy results in it being newly split from a species that was previously on the list, and the new species occurs in the United States or U.S. territories as the result of natural biological or ecological processes.
3. New evidence exists for its natural occurrence in the United States or U.S. territories resulting from natural distributional changes and the species occurs in a protected family.

In 2004, the Migratory Bird Treaty Reform Act (MBTRA) limited the scope of the MBTA by stating the MBTA applies only to migratory bird species that are native to the United States or U.S. territories, and that a native migratory bird species is one that is present as a result of natural biological or ecological processes. The MBTRA requires the USFWS to publish a list of all nonnative, human-introduced bird species to which the MBTA does not apply, and an updated list was published in 2020. The 2020 update identifies species belonging to biological families referred to in treaties the MBTA implements but are not protected because their presence in the United States or U.S. territories is solely the result of intentional or unintentional human-assisted introductions.

### **Bald and Golden Eagle Protection Act**

The Bald and Golden Eagle Protection Act prohibits anyone, without a permit issued by the USFWS, from "taking" bald or golden eagles, including their parts (including feathers), nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb."

"Disturb" means "to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior."

In addition to immediate impacts, this definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death or nest abandonment.

### **Clean Water Act Section 404**

Congress enacted the Clean Water Act (CWA) "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Section 404 of the CWA authorizes the Secretary of the Army, acting through the United States Army Corps of Engineers (USACE), to issue permits regulating the discharge of dredged or fill materials into the "navigable waters at specified disposal sites."

Section 502 of the CWA further defines "navigable waters" as "waters of the United States, including the territorial seas." "Waters of the United States" (or WOTUS) are broadly defined at 33 CFR Part 328.3 to include navigable waters, perennial and intermittent streams, lakes, rivers, ponds, as well as wetlands, marshes, and wet meadows. In recent years, the USACE and US Environmental Protection Agency (USEPA) have undertaken several efforts to modernize their regulations defining "waters of the United States" (e.g., the 2015 Clean Water Rule and 2020 Navigable Waters

Protection Rule), but these efforts have been frustrated by legal challenges which have invalidated the updated regulations. As of May 2023, the United States Supreme Court issued a decision in *Sackett vs. EPA* limiting Clean Water Act Jurisdiction by reducing the Clean Water Act's geographic reach and modifying the definition of "waters of the United States". In the *Sackett v. EPA* decision, the Court decided the following, in summary:

- "Adjacent wetlands" are WOTUS only if there is a continuous surface connection between the wetland and a navigable or relatively permanent water body, such that it is difficult to determine the boundary between the wetland and the water body. The opinion notes that "temporary interruptions to surface connection may sometimes occur because of phenomena like low tides or dry spells."
- The Significant Nexus Standard, introduced by the Court in prior CWA decisions and codified in the agencies' current regulations, is not mentioned in the Clean Water Act, and therefore the EPA has no statutory basis to impose it. Additionally, the standard includes ecological factors whose use in determining jurisdiction is not supported by the statute.
- Although jurisdiction over tributaries was not addressed by the Court, current regulations rely upon the Significant Nexus Standard to establish jurisdiction over tributaries that flow infrequently. The decision hints that these tributaries will be non-jurisdictional going forward, stating, "...the [Clean Water Act's] use of "waters" encompasses only those relatively permanent, standing or continuously flowing bodies of water forming geographical features that are described in ordinary parlance as streams, oceans, rivers, and lakes."

## **Rivers and Harbors Act Section 10**

Section 10 of the Rivers and Harbors Act of 1899 requires authorization from the USACE for the construction of any structure in or over any navigable water of the United States. Structures or work outside the limits defined for navigable waters of the United States require a Section 10 permit if the structure or work affects the course, location, or condition of the water body. The law applies to any dredging or disposal of dredged materials, excavation, filling, re-channelization, or any other modification of a navigable water of the United States, and applies to all structures and work. It further includes, without limitation, any wharf, dolphin, weir, boom breakwater, jetty, groin, bank protection (e.g., riprap, revetment, bulkhead), mooring structures such as pilings, aerial or subaqueous power transmission lines, intake or outfall pipes, permanently moored floating vessel, tunnel, artificial canal, boat ramp, aids to navigation, and any other permanent, or semi-permanent obstacle or obstruction. It is important to note that Section 10 applies only to navigable waters, and thus does not apply to work in non-navigable wetlands or tributaries. In some cases, Section 10 authorization is issued by the USACE concurrently with CWA Section 404 authorization, such as when certain Nationwide Permits are used.

### **b. State Regulations**

#### **California Endangered Species Act**

The California Endangered Species Act (CESA) (Fish and Game Code Section 2050 et. seq.) prohibits take of state listed threatened or endangered species. Take under CESA is defined as "Hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" (Fish and Game Code sec. 86). This definition does not prohibit indirect harm by way of habitat modification, except where such harm is the proximate cause of death of a listed species. Where incidental take would occur during construction or other lawful activities, CESA allows the CDFW to issue an Incidental Take



Permit upon finding, among other requirements, that impacts to the species have been minimized and fully mitigated. Unlike the federal ESA, CESA's protections extend to candidate species during the period (typically one year) while the California Fish and Game Commission decides whether the species warrants CESA listing.

CESA defines an *endangered species* as:

...a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.

A *threatened species* is defined as:

...a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species.

*Candidate species* are defined as:

...a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the commission has published a notice of proposed regulation to add the species to either list.

Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike FESA, CESA does not include listing provisions for invertebrate species. Article 3, Sections 2080 through 2085, of CESA addresses the taking of threatened or endangered species by stating:

...no person shall import into this State, export out of this State, or take, possess, purchase, or sell within this State, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided.

Fish and Game Code Sections 3511, 4700, 5050 and 5515 Fish and Game Code Sections 3511, 4700, 5050 and 5515 govern Fully Protected Species (FPS). Most of these species are considered threatened or endangered under the CESA (CDFW 2023b). No licenses or permits may be issued for take of FPS except under limited circumstances such as those signed into law as part of SB 147 in July 2023. SB 147 allows permits to take FPS for infrastructure projects such as utility-scale wind and solar infrastructure, critical regional or local water agency infrastructure, and certain transportation projects.

## **Avian Protection Laws**

California Fish and Game Code sections 3503, 3503.5, and 3513 describe unlawful take, possession, or destruction of native birds, nests, and eggs. Section 3503.5 of the Code protects all birds-of-prey and their eggs and nests against take, possession, or destruction of nests or eggs. Section 3513 makes it a state-level offense to take any bird in violation of the federal MBTA.

## **Native Plant Protection Act**

The CDFW also has authority to administer the Native Plant Protection Act (NPPA) (Fish and Game Code Section 1900 et seq.). The NPPA requires the CDFW to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare, and prohibits the take of listed plant species. Effective in 2015, CDFW promulgated regulations (14 CCR 786.9) under the authority of the NPPA, establishing that the CESA's permitting procedures would be applied to plants listed under the NPPA as "Rare." With this change, there is little practical difference for the regulated public between plants listed under CESA and those listed under the NPPA.

## **CWA Section 401**

Section 401 of the CWA requires an applicant requesting a federal license or permit for an activity that may result in any discharge into navigable waters (such as a Section 404 Permit) to provide state certification that the proposed activity will not violate state and federal water quality standards. In California, CWA Section 401 Water Quality Certification (Section 401 Certification) is issued by the RWQCBs and by the SWRCB for multi-region projects. The process begins when an applicant submits an application to the RWQCB and informs the USACE (or the applicable agency from which a license or permit was requested) that an application has been submitted. The USACE will then determine a "reasonable period of time" for the RWQCB to act on the application; this is typically 60 days for routine projects and longer for complex projects but may not exceed one year. When the period has elapsed, if the RWQCB has not either issued or denied the application for Section 401 Certification, the USACE may determine that Certification has been waived and issue the requested permit. If a Section 401 Certification is issued it may include binding conditions, imposed either through the Certification itself or through the requested federal license or permit.

## **Porter-Cologne Water Quality Control Act**

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code section 13000 et seq.), the policy of the State is as follows:

- The quality of all the waters of the State shall be protected
- All activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason
- The State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation

The Porter-Cologne Act established nine RWQCBs (based on watershed boundaries) and the SWRCB, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The SWRCB provides program guidance and oversight, allocates funds, and reviews RWQCB decisions. In addition, the SWRCB allocates rights to the use of surface water. The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The SWRCB and RWQCBs have numerous nonpoint source related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

Section 13260 of the Porter-Cologne Act requires any person discharging or proposing to discharge waste that could affect the quality of waters of the State to file a Report of Waste Discharge with the appropriate RWQCB. The RWQCB may then authorize the discharge, subject to conditions, by issuing Waste Discharge Requirements (WDRs). While this requirement was historically applied primarily to outfalls and similar point source discharges, the SWRCB's *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State*, effective May 2020, make it clear that the agency will apply the Porter-Cologne Act's requirements to discharges of dredge and fill material as well. The *Procedures* state that they are to be used in issuing CWA Section 401 Certifications and WDRs, and largely mirror the existing review requirements for CWA Section 404 Permits and Section 401 Certifications, incorporating most elements of the USEPA's *Section 404(b)(1) Guidelines*. Following issuance of the *Procedures*, the SWRCB produced a consolidated application form for dredge/fill discharges that can be used to obtain a CWA Section 401 Water Quality Certification, WDRs, or both.

### **CFGC Section 1600 et seq.**

Pursuant to CFGC Section 1600, the CDFW has authority over all perennial, intermittent, and ephemeral rivers, streams, and lakes in the state, and requires any person, state or local governmental agency, or public utility to notify the CDFW before beginning any activity that would "substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake" that supports fish or wildlife resources.

A *stream* is defined as a "body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation" (CCR, Title 14 Section 1.72). A Lake or Streambed Alteration Agreement may be required for any project that would result in an adverse impact to a river, stream, or lake. CDFW jurisdiction typically extends to the top of the bank and out to the outer edge of adjacent riparian vegetation if present. However, the CDFW can take jurisdiction over a body of flowing water and the landform that conveys it, including water sources and adjoining landscape elements that are byproducts of and affected by interactions with flowing water without regard to size, duration, or the timing of flow.

### **CDFW Special Animals List**

"Special Animal" is a general term that refers to all the taxa the CNDDDB is interested in tracking, regardless of their legal or protection status. The CDFW considers the taxa on this list to be those of greatest conservation need. The species on this list generally fall into one or more of the following categories:

- Officially listed or proposed for listing under the CESA and/or FESA;
- State or federal candidate for possible listing;
- Taxa that meet the criteria for listing, even if not currently included on any list, as described in *CEQA Guidelines* Section 15380;
- Taxa considered by the Department to be a Species of Special Concern;
- Taxa that are biologically rare, very restricted in distribution, declining throughout their range, or have a critical vulnerable stage in their life cycle that warrants monitoring;

- Populations in California that may be on the periphery of a taxon's range but are threatened with extirpation in California.

### **c. Local Regulations**

#### **City of Thousand Oaks Municipal Code**

The City has several policies codified in the Municipal Code applicable to the protection of biological resources. Title 7, Chapter 2, Article 9 of the Municipal Code sets requirements for the trimming, removal, and replacement of street trees. These requirements include conditions of approval to trim, remove, or replace a street tree, which is contingent upon the tree posing a substantial hazard or identified for removal by a City Council-approved program.

Title 9, Chapter 3, Article 14 requires all development to comply with requirements for grading and erosion control set forth in the City of Thousand Oaks Development Standards (Title 7, Chapter 3). Pursuant to Section 7-3.13 of the City's Municipal Code, the issuance of a grading permit for all development is contingent upon compliance with the requirements of other applicable permits for a specific development, including those from federal or State agencies.

Title 9, Chapter 4, Article 35 of the City's Municipal Code establishes the Protected Ridgeline Overlay Zone, which prohibits building new structures, adding to an existing structure, or grading, except to meet fire protection requirements. Minor encroachments are permitted; however, development is subject to specific development standards to minimize disturbance to the site.

#### **Ventura County Watershed Protection District**

Ventura County Watershed Protection District (VCWPD), which implements the Flood Plain Management Ordinance 3841 on behalf of Ventura County ensures compliance with the National Flood Insurance Program. This includes review of structures built in the floodplain affecting the bed, banks and overflow areas of VCWPD jurisdictional redline channels. The list of redline channels was adopted by the District Board of Supervisors in 1960, and then updated and confirmed by them in 1994. Ventura County defines a redline channel as conveying about 500 cubic feet per second or more in a 100-year runoff event.

#### **Oak Tree Preservation and Protection Ordinance**

The Oak Tree Preservation and Protection Ordinance (Municipal Code, Article 42) requires that the owner of any property that contains oak trees must maintain all trees in a state of good health, as outlined by the Oak Tree Preservation and Protection Guidelines. A Protected Tree Permit is required for any person to cut, remove, or relocate any species of oak tree, whether native or not, on any public or private property in the city.

#### **Landmark Tree Preservation and Protection Ordinance**

The Landmark Tree Preservation and Protection Ordinance (Municipal Code, Article 43) requires the preservation of healthy landmark trees. Trees protected under the ordinance include the following species: California sycamore, California bay laurel, California black walnut, and the California holly (Toyon). A Protected Tree Permit must be issued by the City for any person to cut, remove or relocate any landmark tree on any public or private property in the city.

## City of Thousand Oaks Forestry Master Plan

The City's Forestry Master Plan has been developed to provide the City with a sound basis for the creation and management of its community forest and to set policies that will allow the community forest to provide the greatest number of benefits for residents as well as its trees. This plan's policies provide the City clear guidance on managing City-maintained trees and planting in the public right-of-way. Ultimately, this document provides the City with a blueprint on planting materials and maintenance. The plan was originally developed in 1989 and revised in 2017.

### 4.3.3 Impact Analysis

#### a. Methodology and Significance Thresholds

##### Methodology

As a programmatic document, this EIR presents an assessment of the potential for adoption and implementation of the proposed TO2045 to result in significant impacts to biological resources. As a programmatic document, this Program EIR presents a citywide assessment of the proposed project. Because the Program EIR is a long-term document intended to guide actions for many years into the future, this analysis relies on program-level and qualitative evaluation.

The adoption of the proposed project does not include physical development that could directly impact biological resources. However, implementation of the proposed project would continue to allow development within the City's Planning Area. Each project under the proposed project, would require subsequent analysis to evaluate impacts to biological resources, significance, need for project-specific mitigation, and any subsequent discretionary permits or coordination with resource agencies (e.g., USFWS, USACE, CDFW, RWQCB) that may be required. Significance Thresholds

Based on Appendix G of the *CEQA Guidelines*, the project would have a significant impact on biological (BIO) resources if it would:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
3. Have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

## b. Project Impacts and Mitigation Measures

**Threshold 1:** Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

**Impact BIO-1** THE PROPOSED PROJECT COULD HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON SPECIAL-STATUS SPECIES. IMPLEMENTATION OF FEDERAL, STATE, AND LOCAL REGULATIONS AND POLICIES, AS WELL AS MITIGATION MEASURES BIO-1, BIO-2 AND BIO-3, WOULD ENSURE DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON CANDIDATE, SENSITIVE, OR SPECIAL-STATUS SPECIES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

As discussed in Section 4.3.1, *Setting*, there are 24 animal species and 38 plant species meeting the criteria for special-status species that have the potential to occur in Thousand Oaks. Critical habitat for three special-status species is also present in the Planning Area. Potentially significant effects on candidate, sensitive, or special-status species would occur if temporary disturbance associated with construction projects or permanent impacts due to development facilitated by the project would result in incremental direct loss of habitat, fragmentation of larger open areas and wildlife corridors, or disturbance of special-status wildlife or vegetation species.

Development facilitated by the proposed project would be subject to the provisions of federal and State regulations protecting biological and water resources, including, but not limited to, FESA, CESA, CWA and California NPPA. These regulations include requirements for biological studies where potential habitat exists, identification of potential jurisdictional waters, and consultation with applicable regulatory agencies where special-status resources are found. In addition, the proposed project's Conservation Element would implement the following policies to reduce potential impacts to special-status species and habitat:

- **Policy 5.2: Critical Habitat Protection.** As feasible, protect, restore, and enhance critical wildlife habitat resources such as movement corridors, chaparral and coastal sage scrub plant communities, surface water impoundments, streams, and springs in order to maintain the biodiversity, biological productivity, and ecological integrity of natural open space areas.
- **Policy 5.3: Critical Habitat Restoration.** Support local and regional conservation projects that will have beneficial effects on vegetation and wildlife, including the restoration and enhancement of critical habitat resources that have been degraded or disturbed.
- **Policy 5.4: Native Landscaping and Plant Viability.** Utilize native, pollinator-friendly plants appropriate to the soil type and environmental conditions of the site.
- **Policy 5.5: Landscape Design.** Encourage new development to incorporate native or regionally adaptive vegetation into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.
- **Policy 5.6: Nesting Sites and Foraging Areas.** Foster a holistic habitat that provides nesting sites and foraging areas for native pollinators.
- **Policy 6.1: Avoidance of Species Disturbance.** Prioritize protection of rare and endangered species through avoidance as a first priority, utilizing other forms of mitigation only if avoidance is infeasible.

- **Policy 6.2: Natural Space.** Preserve complete ecosystems as natural open space in order to avoid the loss of sensitive plant and animal species.

The policies listed above would prevent loss of special-status wildlife habitat in the open space areas throughout the Planning Area, minimize impacts to sensitive biological resources, and protect sensitive habitats for special-status species.

While the policies above would prevent impacts to large tracts of open space that provide habitat for special-status species, as with most urbanized environments, landscape features within the urbanized areas of Thousand Oaks, such as trees, shrubs, herbaceous plants, and parklands, could serve as temporary habitats for nesting migratory birds. Migratory bird species may use the Planning Area for nesting during the breeding season and are protected under the California Fish and Game Code and MBTA. Construction-related activities such as vegetation removal, building demolition and/or relocation, grading, materials laydown, access, and infrastructure improvements, and building construction, could result in the disturbance of nesting migratory birds. The most identifiable potential direct impact to migratory bird species would involve the removal of vegetation, particularly trees and landscaping shrubs that may serve as perching or nesting sites for migratory birds. These adverse effects on listed or special-status bird species would represent a potentially significant impact. However, implementation of Mitigation Measure BIO-1 (conduct pre-construction bird surveys and implement avoidance measures prior to removal) would be required for future projects where mature trees and other habitat are present and construction activities are scheduled from early spring to late summer.

Special-status bats such as pallid bat and western mastiff bat are State Species of Special Concern and have potential to occur within the Planning Area. These bats are found in a variety of habitats, including grasslands, shrublands, woodlands, and forests, and may roost in trees, cliff faces, caves or buildings. Bats prefer open areas or areas under a tree canopy for foraging, and often roost near water. Although the Planning Area does consist largely of developed urban areas, large trees, abandoned structures, and buildings occurring throughout the city provide suitable roosting habitat for special-status bat species. Disturbance of maternity roosts by construction activities resulting in roost destruction or abandonment would be a potentially significant impact to bat species and would potentially constitute violations of the California Fish and Game Code. Such adverse effects on special-status bats would be a potentially significant impact. However, implementation of Mitigation Measure BIO-2 (conduct pre-construction roosting bat surveys and implement avoidance measures prior to removal) would be required for future projects where trees, abandoned structures, or other habitat for roosting bats is present and construction activities may occur during seasonal periods of bat activity.

The Crotch's bumblebee is a California candidate species that may have the potential to occur within the Planning Area. The species inhabits grassland and scrub areas, requiring a hotter and drier habitat than many other bumble bee species. This species nests underground, often in abandoned rodent dens. This species visits a wide range of host plants and is therefore considered a dietary generalist. Disturbance of underground nesting locations by construction activities resulting in nest destruction or abandonment would be a potentially significant impact to the species and would potentially constitute violations of the California Endangered Species Act. Such adverse effects on the species would be a potentially significant impact. However, implementation of Mitigation Measure BIO-3 (conduct pre-construction surveys and implement avoidance measures prior to removal) would be required for future projects where direct ground disturbance is necessary, where suitable habitat for nesting Crotch's bumble bee may be present, and direct ground disturbing construction activities may occur during seasonal periods of nesting bee activity.

## Mitigation Measures

### *BIO-1 Conduct Pre-construction Bird Surveys and Implement Avoidance and Minimization Measures*

For construction activities initiated during the bird nesting season February 15 through September 15 (as early as January 1 for raptors), involving removal of vegetation, abandoned structures, man-made features, or other nesting bird habitat, a pre-construction nesting bird survey shall be conducted no more than 5 days prior to initiation of ground disturbance and vegetation removal. The nesting bird pre-construction survey shall be conducted on foot and shall include an area on and around the construction site at a distance determined by a qualified biologist, including staging and storage areas. The minimum survey radii surrounding the work area shall be 500 feet. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in the Thousand Oaks region. If construction lapses for 5 days or longer, the qualified biologist shall conduct another focused survey before project activities are reinitiated. If nests are found, an avoidance buffer shall be determined by the biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside the site. The qualified biologist shall observe the active nest to establish a behavioral baseline of the adults and nestlings, if present. The qualified biologist shall monitor the active nests, while construction activities are happening to detect signs of disturbance and behavioral change as a result of construction impacts, such as noise, vibration, odors, or worker/equipment motion. If signs of disturbance and behavioral changes are observed, the qualified biologist shall stop all construction work causing those changes and until a larger avoidance buffer is established or until it is determined that the nesting period is completed. The buffer shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified of the buffer zone as a "Nesting Bird Area" and to avoid entering the buffer zone until a biologist determines that the nest is no longer active. No ground-disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be included on project site plans and submitted to the City prior to the commencement of construction activities.

### *BIO-2 Special Status Bat Species Habitat Assessment Survey and Emergence Survey(s)*

For future projects where trees, abandoned structures, or other habitat for roosting bats is present and construction activities may occur during seasonal periods of bat activity, construction activities shall occur outside the maternity season from April 1 through August 31, as feasible. Should construction timing not allow for it, a special-status bat habitat assessment survey shall be conducted by a qualified biologist no more than 5 days prior to any construction activities during the bat maternity season. The survey will document any evidence of special-status bat species that may occur in proposed work areas through direct observation (e.g., roosting bats) and/or sign (e.g., bat guano). If no observance and/or sign of special-status bats are detected during these surveys, then construction-related activities may proceed. If observance or sign of special-status bat species are detected during the survey, and construction activities occur during the bat maternity season (April 1 through August 31), special-status bat species emergence survey(s) will be conducted.

Emergence surveys will be conducted in areas of suitable bat habitat (e.g., near buildings or trees) during the bat maternity season to document any special-status bat species emerging from features identified during the habitat assessment survey. Generally, the emergence survey(s) will be



conducted approximately one hour prior to sunset and last a minimum of two hours after sunset; however, the timing will be determined by the qualified biologist. Passive acoustic monitoring equipment will be utilized during the emergence surveys to determine identify bats to the species level. In the event multiple features were identified in the habitat assessment in which bats may occur, at the discretion of the qualified biologist, either multiple emergency surveys may be necessary or additional acoustic equipment may need to be set up in order to capture the acoustics of bats as they emerge at dusk.

Roosting sites documented within or adjacent to a project site during the maternity season shall be avoided. Specifically, the qualified biologist will determine an appropriate buffer around the roost site where construction shall be avoided. The buffer typically ranges in size, between 100 to 300 feet around the roost site, depending on potential resulting project impacts and surrounding terrain. For example, if a project will result in high noise decibels and the roost site is exposed without surrounding trees or hills, the buffer may be increased to reduce disturbances to the roosting bats during breeding activities. Buffer distances may also be at the discretion of the USFWS and/or CDFW if special-status bat species are present in the maternity roost.

Should special-status bat species be documented within a project site, and the roost site cannot be avoided by the project, a bat mitigation and/or management plan shall be developed for roost relocation. Mitigation and management plans will require consultation with and approval from the USFWS and/or CDFW prior to the commencement of construction.

*BIO-3 Conduct Pre-construction Crotch's Bumblebee Surveys and Implement Avoidance Measures*

For construction activities located in vacant or undeveloped areas containing open grasslands, shrublands, or chaparral, a habitat assessment for Crotch's bumblebee shall be performed by a qualified biologist knowledgeable and experienced with Crotch's bumblebee and the habitat in which they occur. If the biologist determines that suitable habitat for Crotch's bumblebee is present, a focused survey shall be performed during the species' active flight period for Crotch's bumblebee and peak blooming period of nectar and pollen sources (May 1 through July 31). The Crotch's bumblebee survey shall be conducted on foot and shall encompass the entirety of a project site and focus on areas that allow for the highest probability of detection, such as high abundance nectar or pollen sources and rodent burrows that may be used for breeding and nesting. If Crotch's bumblebee is determined to be present, the project proponent shall map the locations of the observed bumblebee, areas of abundant nectar or pollen sources, and any active nesting sites. A report summarizing the results of the habitat assessment and focused survey (if required) shall be prepared by the qualified biologist and shall be submitted to the City prior to the commencement of construction activities. Further, consultation with the CDFW will be necessary in the event Crotch's bumblebee was observed within a project site and an Incidental Take Permit, in accordance with the California Endangered Species Act, may be required prior to initiating any ground disturbance on the site.

### **Significance After Mitigation**

Implementation of Mitigation Measure BIO-1 would reduce potential impacts to nesting birds to a less-than-significant level by requiring pre-construction surveys for nesting birds and avoidance measures if nesting birds are present on a project site. Implementation of Mitigation Measure BIO-2 would reduce potential impacts to bat species to a less-than-significant level by requiring assessment of potential building and tree removals, and avoidance of roosting bats. Implementation

of Mitigation Measure BIO-3 would reduce potential impacts to Crotch's bumblebee to a less-than-significant level by requiring pre-construction surveys for Crotch's bumblebee and avoidance measures if Crotch's bumblebee is present on a project site.

<p><b>Threshold 2:</b> Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p>
<p><b>Threshold 3:</b> Would the project have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>

**Impact BIO-2 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD BE SUBJECT TO ADOPTED FEDERAL, STATE, AND LOCAL POLICIES, INCLUDING THOSE THE PROPOSED PROJECT WOULD IMPLEMENT, WHICH WOULD ENSURE THAT RIPARIAN HABITAT, WETLANDS, AND OTHER SENSITIVE NATURAL COMMUNITIES WOULD NOT BE SUBSTANTIALLY DEGRADED OR REMOVED. THEREFORE, THESE IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

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The City's Planning Area supports many streams and tributaries, including the Arroyo Conejo Creek, Lang Creek, and Potrero Valley Creek that support important riverine, wetland, and riparian habitats. Three key agencies regulate activities within inland streams, wetlands, and riparian areas in California: the USACE, RWQCB, and CDFW. Any project that involves permanently or temporarily impacting jurisdictional water and/or wetlands through project activities would likely require permits from these state and federal agencies, before any land disturbance can commence. Pursuant to Section 7-3.13 of the City's Municipal Code, the issuance of a grading permit for all development is contingent upon compliance with the requirements of other applicable permits for a specific development. These permit clearances may also be required as conditions of approval for grading work to commence. Approval of permits also requires findings that the proposed grading will not result in erosion, stream sediment, or other adverse off-site effects to riparian habitat.

The proposed project's Conservation Element would implement the following policies that would further reduce impacts to riparian, wetland, and other sensitive natural communities:

- **Policy 8.1: Stream and Creek Protection.** Maintain streams and creeks in as natural a state as possible and protect from the adverse effects of development.
- **Policy 8.6: Development Review.** Review all development projects on properties that include or are adjacent to streams to ensure stream protection.
- **Policy 9.1: Wetlands and Riparian Habitat.** Preserve wetlands and riparian habitat by maintaining existing wetland and riparian buffers as open space to protect the community's water quality, biodiversity, and aesthetic value.
- **Policy 9.2: Wetland and Riparian Restoration.** Encourage the restoration and enhancement of degraded wetland and riparian habitats in order to conserve and protect native plant and animal species, increase biological diversity and productivity, and maintain permanent access for wildlife to surrounding open space.

Development facilitated by the proposed project would be subject to applicable federal, State, and City requirements, which would minimize potential impacts to riparian habitat, sensitive natural communities, and wetlands. Through compliance with these regulations, and the fact that the proposed project envisions development in mostly urbanized or developed areas of the city, the

project would not have a substantial adverse impact on riparian habitat, sensitive natural communities, or wetlands. Impacts would be less than significant.

### Mitigation Measure

No mitigation measures are required.

**Threshold 4:** Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

**Impact BIO-3 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY IMPEDE THE MOVEMENT OF NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES, OR CONFLICT WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS DUE TO EXISTING CITY POLICIES WITHIN THE MUNICIPAL CODE AND IMPLEMENTATION OF POLICIES PROPOSED BY THE PROJECT. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

As shown in Figure 4.3-3, the northern, western, and northeastern city limits partially encompass the Santa Monica-Sierra Madre Wildlife Corridor (City of Thousand Oaks 2020). Due to the existing level of development, the urban areas of Thousand Oaks are not considered wildlife corridors.

Title 9, Chapter 4, Article 35 of the City’s Municipal Code establishes the Protected Ridgeline Overlay Zone which, in part, includes areas of Thousand Oaks designated as a wildlife corridor. Pursuant to the Municipal Code, within the Protected Ridgeline Overlay Zone, no new structure or addition to an existing structure shall be placed or constructed, no grading shall occur and, except as to meet fire clearance requirements, no native vegetation shall be removed within three hundred feet horizontally or one hundred feet vertically of the crest of a protected ridgeline. Furthermore, the proposed project would not change the open space land use designation, which currently exists for the areas of Thousand Oaks within the Santa Monica-Sierra Madre Wildlife Corridor. Accordingly, the proposed project would not result in substantial development in the Monica-Sierra Madre Wildlife Corridor. Furthermore, the proposed project’s Conservation Element would implement the following policies to promote the preservation of wildlife corridors:

- **Policy 7.1: Wildlife Movement Corridors.** Design urban land uses adjoining natural open space in a manner that is sensitive to the needs of wildlife and avoids or minimizes adverse impacts to wildlife movement corridors.
- **Policy 7.2: Habitat Linkages.** Support efforts by other government agencies or non-profit organizations to acquire additional land to complete vital habitat linkages and provide access by wildlife to these resources.
- **Policy 7.3: Urban-Wildlife Education.** Educate the public on local wildlife species and their habits and provide recommendations to reduce human–wildlife conflicts.

With implementation of the policies proposed by the project, as well as compliance with the City’s Municipal Code, development facilitated by the proposed project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. This impact would be less than significant.

### Mitigation Measures

No mitigation measures are required.

**Threshold 5:** Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

**Impact BIO-4 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD BE REQUIRED TO CONFORM WITH APPLICABLE LOCAL POLICIES AND ORDINANCES PROTECTING BIOLOGICAL RESOURCES. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

The majority of development facilitated by the proposed project would be infill development in areas previously disturbed. However, some development would potentially result in tree removal. The City's Oak Tree Preservation and Protection Ordinance and Landmark Tree Preservation and Protection Ordinance require a permit for the removal or relocation of an oak or landmark tree, or when encroaching into the tree protection zone of an oak or landmark tree. In addition, these ordinances require implementation of mitigation measures for projects that would remove, relocate, or encroach upon an oak tree or landmark tree. Mitigation measures include, but are not limited to, tree replacement, planting new trees off-site, requiring implementation of a tree maintenance program, or payment of an in-lieu fee to be used to preserve open space which protects existing trees located on open space. Furthermore, Title 7, Chapter 2, Article 9 of the Municipal Code sets requirements for the trimming, removal, and replacement of street trees. These requirements include conditions of approval to trim, remove, or replace a street tree, which is contingent upon the tree posing a substantial hazard or identified for removal by a City Council-approved program. In addition, the proposed project's Conservation Element would implement the following policies:

- **Policy 1.2: Preservation of Natural Land Features.** Preserve significant natural features including ridges, rock outcroppings, natural drainage courses, wetland and riparian areas, steep topography, important or landmark trees, and views.
- **Policy 3.1: Street Tree Plantings.** Ensure the use of street tree plantings of appropriate species, scale and spacing in all new developments, in accordance with City tree standards.
- **Policy 3.2: Tree Diversity.** Maintain a diversity of species and ages of trees throughout the City in order to avoid potentially unhealthy monocultures.
- **Policy 3.3: Tree Planting.** Actively plant or replant trees in existing neighborhoods where trees are sparse or lacking.
- **Policy 3.4: Tree Replanting.** Enhance the community forest to a level of 25 percent canopy coverage by planting climate-appropriate street trees, including the City's legacy oak trees, in public spaces and corridors as described in the Forestry Master Plan.
- **Policy 4.1: Protected Tree Preservation.** Continue to implement the City's Oak Tree and Landmark Tree Ordinances per the municipal code and the Oak Tree Preservation and Protection Guidelines.

Development facilitated by the proposed project would adhere to the requirements of the City Municipal Code, City ordinances, and the policies proposed by the project. Therefore, the proposed project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. This impact would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

**Threshold 6:** Would the project conflict with the provisions of an adopted Habitat Preservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

**Impact BIO-5 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE PROVISION OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN. NO IMPACT WOULD OCCUR.**

There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State Habitat Conservation Plans applicable to the Planning Areas (CDFW 2019). Therefore, the proposed project would not conflict with such plans. No impact would occur.

### **Mitigation Measures**

No mitigation measures are required.

#### **4.3.4 Cumulative Impacts**

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a city's planning area. Therefore, the analysis of the proposed project's impacts also constitutes the cumulative analysis. While the preceding impact discussion focuses on potential impacts of the proposed project on biological resources, the following cumulative impacts discussion focuses on potential cumulative impacts of the proposed project, considering the regional context of Ventura County, as similar suitable habitat for species that could be present in Thousand Oaks exists throughout Ventura County.

Cumulative development in Ventura County has the potential to result in new structures that may result in adverse effects to special-status species. Direct impacts to candidate, sensitive, or special-status species would be minimized through compliance with the Endangered Species Act, which requires authorization for the take of a species in accordance with applicable regulations concerning the protection of such a species. However, cumulative development could indirectly impact candidate, sensitive, or special-status species through habitat degradation or removal, including critical habitat essential for the conservation of a threatened or endangered species. As a result, cumulative impacts are potentially significant. The proposed project would not facilitate substantial permanent development in riparian habitat and would implement policies designed to preserve and restore critical habitat for special-status species. These include Conservation Element Policy 5.2 and Policy 5.3 which emphasize the protection of critical habitat and support for critical habitat restoration. Furthermore, Mitigation Measures BIO-1, BIO-2, and BIO-3 would ensure development facilitated by the proposed project would minimize potential impacts to nesting birds, bats, and Crotch's bumblebee. Therefore, the proposed project would not have a cumulatively considerable contribution to cumulative impacts on candidate, sensitive, or special-status species.

Cumulative development in Ventura County could impact natural water resources; however, cumulative development proposed in areas identified as jurisdictional waters and/or wetlands, streambed/banks, or riparian vegetation would be subject to the permit requirements of the USACE, RWQCB, and CDFW, pursuant to Section 404 and Section 401 of the CWA, Porter-Cologne Water Quality Control Act, and Section 1600 of the California Fish and Game Code. Applicable federal and State requirements would minimize potential impacts to riparian habitat and wetlands. As a result,

cumulative development would have a less-than-significant impact on streams, lakes, wetlands, and riparian vegetation.

Cumulative development could result in increased development density that may alter wildlife corridors, including through habitat loss or degradation of existing wildlife corridors. The City's Municipal Code establishes a Protected Ridgeline Overlay Zone that prohibits development aside from minor encroachments for a single-family detached home on a residential zone or a viable use on a commercial or industrial zone parcel. These minor encroachments are authorized by the City's Planning Commission, and the development would be required to conform to the natural terrain of the surrounding environment. The proposed project would not facilitate development in any wildlife corridors and would implement policies to promote the preservation of wildlife corridors. Therefore, the proposed project would not have a cumulatively considerable contribution to cumulative impacts on wildlife corridors.

Cumulative development throughout Ventura County would be required to adhere to applicable local policies and ordinances protecting biological resources enforced by the agencies that have jurisdiction over a project site. There is no Natural Community Conservation Plan or Habitat Conservation Plan within Ventura County; therefore, no cumulative impacts related to conflicts local policies or ordinances protecting biological resources or a Natural Community Conservation Plan or Habitat Conservation Plan would occur.

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## 4.4 Cultural and Tribal Cultural Resources

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This section analyzes the potential impacts of TO2045 on historic-period resources, prehistoric archaeological resources, human remains, and tribal cultural resources in Thousand Oaks. Rincon Consultants, Inc. gathered information for this assessment through a desktop literature review of the State Office of Historic Preservation website, the National Park Service (NPS) website, and the City's Public Information Office website. In addition, this section includes a summary of the City's consultation efforts pursuant to Assembly Bill (AB) 52 and SB 18.

### 4.4.1 Setting

#### a. Archaeological and Cultural Setting

The earliest inhabitants of Southern California were hunters visiting the region approximately 12,000 Before Common Era (BCE) that were the cultural ancestors of the Chumash. Evidence of significant and continuous habitation of the Conejo Valley region began around 7000 BCE. Specifically, during the Millingstone (5500 BCE–1500 BCE) and the Intermediate (1500 BCE–500 Common Era [CE]) periods, the Conejo Valley experienced a year-round stable population of an estimated 400 to 600 people. During this time, people typically lived in largely open sites along water courses and in caves and rock shelters. As permanent Chumash villages increased in size in the Conejo Valley, extensive trade networks were established with other villages located further inland and along the coast, across the larger Chumash territory that extended from the coast and Channel Islands to include Santa Barbara, most of Ventura, parts of San Luis Obispo, Kern, and Los Angeles counties. These interactions increased local food supplies and provided access to locally unavailable resources for production of durable tools and food, including specific stones and shells (City of Thousand Oaks 2011).

#### b. Historical Setting

Spanish explorers passed through the Conejo Valley during the first explorations of California in the sixteenth century. In 1769, Gaspar de Portola and his expedition, made contact with the Conejo Valley and Juan Batista de Anza around 1775, beginning the Spanish Mexican era of the region's history. The Conejo Valley's history of ranching and farming began in 1803, when most of Conejo Valley was included in the Spanish land grant "Rancho el Conejo," after which the Conejo Valley received its name. Ranching, including both cattle and sheep, lasted until the 1900s. The Conejo Valley became a territory of Mexico in 1828 as a result of the Mexican War of Independence, in which Mexico gained its independence from Spain. During this time, the Conejo Valley underwent a change of ownership, with the Polanco portion of the original grant being transferred to Jose de la Guerra y Noriega. During this period, the Conejo Valley went largely undeveloped, as its owners considered it remote and inaccessible. Farming began on a large scale in Conejo Valley in 1872, when Rancho el Conejo was sold, and smaller parcels were rented out for farming. The principal crops included wheat, hay, and barley, with occasional fruit and nut orchards.

Americans from the United States began arriving in California in the 1840s, but the Conejo Valley remained largely undeveloped until the 1870s. A depression in the cattle business in the 1860s, which is partially attributed to drought, led to the subdivision and sale of large private land ownerships in California to pioneers arriving from the eastern United States. The Conejo Valley was divided in the 1870s, which marks the beginning of permanent modern settlement in what is now Thousand Oaks. The first post office in the Conejo Valley was established in 1875 by James



Newbury. During these early settlement days, the Conejo Valley was also an important stagecoach stop on the route between Los Angeles and Santa Barbara, with travelers stopping for lunch or overnight stays.

### **c. Existing Resources**

The NPS and the California Office of Historic Preservation identify three historical resources in Thousand Oaks listed in the National Register of Historic Places (NRHP), all of which the County of Ventura recognizes: the Case Study House No. 28, the Joel McCrea Ranch, and the Stagecoach Inn (California Office of Historic Preservation 2023, NPS 2023a). The Joel McCrea Ranch and Stagecoach Inn are also listed in the California Register of Historical Resources (CRHR) (California Office of Historic Preservation 2023). In addition, the City identifies several features as historical landmarks or points of interest. Brief descriptions of these resources are provided below.

#### **Case Study House No. 28**

Case Study House No. 28 was the last single-family house built under the auspices of *Arts & Architecture* magazine's Case Study House program. Construction began in 1965 and the residence was completed in 1966. The house was built on a knoll overlooking the Janss Development Corporation's Conejo Development in Thousand Oaks. The design of Case Study House No. 28 exemplified the classic concept in modern architecture of merging interior and exterior spaces through glass expanses and seamless materials. Case Study House No. 28 was listed into the NRHP in 2013 (Los Angeles Conservancy 2020, NPS 2023a).

#### **Joel McCrea Ranch**

Currently owned by the Conejo Recreation and Park District (CRPD), this former cattle ranch is comprised of approximately 220 acres of gently sloping chaparral-covered hillsides forming a long, narrow valley at the eastern end of the Santa Rosa Valley. The working portion of the ranch is located near Moorpark Road with a cluster of buildings, including the barns, shop, milk house, corrals and bunkhouse. Adjacent to the ranch buildings, a private road runs east through the fields to the end of a small valley, where the main residence and maids' residence are located on the east side of north Moorpark Road near its intersection with Santa Rosa Road in the northernmost portion of the Thousand Oaks. The Joel McCrea Ranch was listed in the NRHP and CRHR in 1997 (City of Thousand Oaks 2023).

#### **Stagecoach Inn**

The Stagecoach Inn served as a regular depot for stagecoach passengers and mail, as a school, post office, steak house, church, gift shop and movie set. The Stagecoach Inn is owned by the CRPD. The original structure was built in 1876 but was destroyed by fire in the early 1970s, and subsequently reconstructed from 1970-1980. The Stagecoach Inn is a Monterey-style structure of Northern California redwood with a wrap-around porch and balcony. The Stagecoach Inn was listed in the NRHP and CRHR in 1975 (City of Thousand Oaks 2023).

#### **Sycamore Tree**

This unusually large and old specimen of California Sycamore was over 150 years old when designated as a landmark by the County in 1978. The Chumash are said to have bent the lower branches to mark the location of underground water. The Sycamore Tree was designated as a historic landmark by the County in 1978 (City of Thousand Oaks 2023).

## **Pederson House and Water Tower**

The Pederson House and Water Tower is owned by CLU. Located on Faculty Street on the campus of CLU, this typical turn-of-the-century farmhouse and water tower were built between 1913 and 1914 for Lars and Karn Pederson, members of the Norwegian Colony that settled the northern end of the Conejo Valley in 1890. In 1967, the Pederson's son Richard gave the land to CLU, and the buildings were restored. The Pederson House and Water Tower was designated as a historic landmark by the County in 1978 (City of Thousand Oaks 2023).

## **Hunt Olive Tree**

The Hunt Olive Tree is the only surviving tree of an orchard planted by R. O. Hunt on the Salto Ranch, which he established in 1876. The tree was moved to its present site in 1993 and was designated as a historical landmark by the County in 1982 (City of Thousand Oaks 2023).

## **Oakbrook Regional Park Archaeological Area**

This 428-acre park contains 11 archaeological sites within a few yards of one another along the streambed of a narrow oak-wooded canyon, with bedrock mortars and shelters containing Chumash pictographs. At the park is a small interpretive museum and hiking trails. The Woolsey Fire of 2018 severely damaged the park, including damage to the museum building and a complete loss of the Chumash replica village and stairs and bridges for nature hike tours. The Oakbrook Regional Park Archaeological Area was designated as a historic landmark by the County in 1983 (City of Thousand Oaks 2023).

## **Dos Vientos Ranch Buildings**

The Dos Vientos Ranch Buildings consisted of a large barn and associated buildings built in 1930 on the Dos Vientos Ranch, which was a portion of the 30,593-acre Rancho Guadaluca Mexican land grant made to Isabel Yorba in 1836. Joseph Lewis, a business partner of Adolfo Camarillo, farmed approximately 8,000 acres of Dos Vientos Ranch. He established the lima bean industry in Ventura County. The historic buildings were dismantled during the construction of the Dos Vientos residential development. The lumber was intended to be used to replicate the original buildings; however, its poor condition would not have allowed for a full reconstruction. Pieces of salvaged lumber from the barn have since been used to construct the blacksmith shop at the Stagecoach Inn and to build the podium for the CRPD boardroom. The Dos Vientos Ranch Buildings were designated as a historic landmark by the County in 1986 (City of Thousand Oaks 2023).

## **Crowley House**

This house is currently owned by the CRPD and is the site of the District's Therapeutics Unit's Independent Living Skills program for individuals with disabilities age 14-23. It was built in 1910 for newlyweds Frank and Mae Casey Crowley on the Newbury Ranch. The house earned the nickname "Mother of Thousand Oaks" because in the early 1920s it served as a real estate office for the first housing development in the Conejo Valley. Prospective buyers were brought from downtown Los Angeles, shown lots among oak trees and given dinner in the Crowley House dining room before making the return trip. Later, Louis and Kathleen Goebel owned the house. The two-story white frame, five-bedroom house still has its hardwood floors, mahogany beams, and volcanic rock fireplace. The Crowley House was designated as a historic landmark by the County in 1986 (City of Thousand Oaks 2023).

### **Janss House**

This house is owned by the City of Thousand Oaks and houses the Arts Council. It was built for Peter Janss as a weekend retreat in 1931. In 1943, it became the principal home of Janss' younger son, Edwin Janss. The Janss family in the United States began with Peter Janss' immigration in 1870 from Denmark. He became a physician, then moved from Chicago to Los Angeles in 1893. In Los Angeles, he became a land developer and was joined in his business by his sons Harold and Edwin. The Janss Corporation planned and developed in Monterey Park, the San Fernando Valley, the Conejo Valley and Westwood Village, donating the land on which the University of California, Los Angeles is built. The Janss House was designated as a historic landmark by the County in 1987 (City of Thousand Oaks 2023).

### **Banning Dam (Lake Eleanor Dam)**

Currently owned by the Conejo Open Space Conservation Agency and built in 1889, the dam is in a gorge with sheer cliffs and drops of 40 to 50 feet. It is considered one of the earliest concrete arch dams built in California. Its 8-acre lake and 529 acres of surrounding open space create a habitat for wildlife. The Banning Dam was designated as a historic landmark by the County in 1988 (City of Thousand Oaks 2023).

### **Hillcrest Center**

The Hillcrest Center is the site of the first City Hall built by the City of Thousand Oaks. The Hillcrest Center was designated an historic landmark by the Thousand Oaks Cultural Heritage Board in 1997. The historical designation is limited to the exterior wall (facades and architectural style) of the buildings. Built in 1973, the building housed the administrative offices of the City and CRPD until 1988 (City of Thousand Oaks 2023).

### **Timber School House and Timber School Auditorium**

Constructed in 1924 and 1948, respectively, the Timber School House and Timber School Auditorium buildings are part of the current Conejo Valley High School campus. The 1924 Timber School building was designed in the Mission Revival architectural style by Roy C. Wilson, the first licensed architect in Ventura County. It is the oldest original school and public building in the Conejo Valley. The Timber School House and Timber School Auditorium were designated as historic landmarks by the Thousand Oaks Cultural Heritage Board in 2004 (City of Thousand Oaks 2023).

### **Goebel's Lion Farm Site (Jungleland)**

Louis Goebel established his farm in 1927 as a site where he could import, breed, and maintain exotic animals for rental to movie studios. His animals included the famous Metro-Goldwyn-Mayer lion. The popular tourist attraction Jungleland developed from the animal farm. Roy C. Wilson, architect, designed some of the building structures at Jungleland. The original buildings and animal compound were built in the 1920s and later demolished in the mid-1970s. The Thousand Oaks Civic Arts Plaza currently occupies a portion of this site. Goebel's Lion Farm Site has been designated as a historic landmark by the City and County (City of Thousand Oaks 2023).

## 4.4.1 Regulatory Framework

### a. Federal Regulations

#### National Register of Historic Places

The NRHP was established by the National Historic Preservation Act of 1966 as “an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (36 CFR 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it meets any one of the following criteria:

- **Criterion A:** Is associated with events that have made a significant contribution to the broad patterns of our history.
- **Criterion B:** Is associated with the lives of persons significant in our past.
- **Criterion C:** Embodies the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- **Criterion D:** Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The NPS recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several of these seven qualities, if not all, defined in the following manner:

- **Location:** The place where the historic property was constructed or the place where the historic event occurred.
- **Design:** The combination of elements that create the form, plan, space, structure, and style of a property.
- **Setting:** The physical environment of a historic property.
- **Materials:** The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- **Workmanship:** The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- **Feeling:** A property’s expression of the aesthetic or historic sense of a particular period of time.
- **Association:** The direct link between an important historic event or person and a historic property.

Additionally, the NPS generally only considers properties that are at least 50 years old to be eligible for listing in the NRHP; properties less than 50 years old must be exceptionally important to be considered eligible.

## b. State Regulations

### California Environmental Quality Act

CEQA requires that a lead agency determine whether a project could have a significant effect on historical resources and tribal cultural resources (Public Resources Code [PRC] Section 21074 [a][1][A]-[B]). A *historical resource* is a resource listed in or determined to be eligible for listing in the CRHR (Section 21084.1), a resource included in a local register of historical resources (Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (Section 15064.5[a][3]).

PRC Section 5024.1 requires an evaluation of historical resources to determine their eligibility for listing in the CRHR. The purpose of the register is to maintain listings of the state's historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, as enumerated according to CEQA and quoted below.

**Section 15064.5(a)(3) [...]** Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (PRC, Section 5024.1, Title 14 CCR, Section 4852) including the following:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- (2) Is associated with the lives of persons important in our past
- (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- (4) Has yielded, or may be likely to yield, information important in prehistory or history

**Section 15064.5(a)(4)** The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

**Section 15064.5(b)** A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

In addition, if a project can be demonstrated to cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a], [b], and [c]).

PRC Section 21083.2(g) defines a *unique archaeological resource* as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it does one or more of the following:

- a. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- b. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- c. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts to significant cultural resources that affect the characteristics of any resource that qualify it for the NRHP or adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (*CEQA Guidelines* Section 15064.5 [b][1]). *Material impairment* is defined as demolition or alteration in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion or eligibility for inclusion in the CRHR (*CEQA Guidelines* Section 15064.5[b][2][A]).

### **California Assembly Bill 52**

As of July 1, 2015, AB 52 was enacted and expanded CEQA by defining a new resource category, "Tribal Cultural Resources." AB 52 states, "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). AB 52 further states that, when feasible, the CEQA lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource (PRC Section 21084.3). PRC Sections 21074(a)(1)(A) and (B) define tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and that meets at least one of the following criteria, as summarized in *CEQA Guidelines* Appendix G:

1. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resource Code Section 5020.1(k); and/or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

AB 52 also establishes a formal consultation process with California Native American tribes that must be completed before a CEQA document can be certified. Formal consultation is only required under AB 52 if a tribe has requested to be on agency's AB 52 project notice list and then timely responds to a project notice/consultation invitation letter to request formal consultation. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." California Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

### **Senate Bill 18**

SB 18 of 2004 (California Government Code Section 65352.3) requires local governments to contact, refer plans to and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The Tribal organizations eligible to consult have traditional lands in a local government's jurisdiction and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research's *Tribal Consultation Guidelines* (2005), "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."

### **Senate Bill 35 and Assembly Bill 168**

Enacted on September 29, 2017, SB 35 (California Government Code Section 65913.41) grants a ministerial approval process that expedites and facilitates construction of affordable housing projects without normal CEQA documentation. However, in May 2021, AB 168, an act to amend Sections 65400, 65913.4, and 65941.1 of SB 35, was passed. AB 168 requires a pre-consultation process with Native American Tribes to identify and protect tribal cultural resources prior to the submission of an SB 35 permit for a housing development.

### **California Health and Safety Code Section 7050.5**

Section 7050.5(b) of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area responsibly suspected to overlie adjacent remains until the County Coroner for the area in which the remains are discovered has determined that the remains are not subject to provisions concerning the investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. Section 7050.5(c) goes on to state if the remains are of Native American origin, the Coroner must notify the NAHC within 24 hours of identification.

### **California PRC Section 5097.98**

PRC Section 5097.98 states the NAHC, upon notification of the discovery of human remains from a county coroner pursuant to California Health and Safety Code Section 7050.5(c), shall immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased. With the permission of the landowner, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

## 4.4.2 Impact Analysis

### a. Methodology and Significance Thresholds

#### Methodology

The assessment of potential impacts to historical, archaeological, and tribal cultural resources were informed based on a review of readily available information from the City's Public Information Office website. In addition, this assessment includes a summary of the City's consultation efforts pursuant to AB 52 and SB 18. As a programmatic document, this Program EIR presents a citywide assessment of the proposed project. Because the Program EIR is a long-term document intended to guide actions for many years into the future, this analysis relies on program-level and qualitative evaluation.

#### Significance Thresholds

Based on Appendix G of the *CEQA Guidelines* the project would have a significant impact on cultural resources and/or tribal cultural resources (CUL) if it would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5;
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5; and/or
3. Disturb any human remains, including those interred outside of formal cemeteries.
4. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1.1(k); or
  - b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

A *substantial adverse change* in the significance of a historical resource is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (PRC Section 5020.1[q]). Furthermore, according to *CEQA Guidelines* Section 15064.5(b)(2), the significance of a historical resource is "materially impaired" when a project:

- (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or
- (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources... or its identification in a



historical resources survey... unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

- (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA. (CEQA Guidelines Section 15064.5[b][2])

According to *CEQA Guidelines* Section 15064.5(a), the term “historical resources” shall include the following:

- (1) A resource listed in, or determined to be eligible by, the State Historical Resources Commission, for listing in the CRHR (PRC Section 5024.1, Title 14 CCR, Section 4850 et seq.).
- (2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in an historical resource survey meeting the requirements of PRC Section 5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1, Title 14 CCR, Section 4852).

## b. Project Impacts and Mitigation Measures

<b>Threshold 1:</b> Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?
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**Impact CUL-1 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD HAVE THE POTENTIAL TO CAUSE ADVERSE CHANGES TO THE SIGNIFICANCE OF HISTORICAL RESOURCES. IMPACTS WOULD BE POTENTIALLY SIGNIFICANT AND UNAVOIDABLE WITH MITIGATION INCORPORATED.**

As discussed in Section 4.4.1, *Setting*, there are 14 resources listed in either the NRHP, CRHR, or designated locally as a landmark or point of interest. The proposed project would guide the general distribution, location, and extent of the various land uses in Thousand Oaks. Currently, there are no development plans included in the proposed project which would substantially alter a historical resource; however, the proposed project could facilitate development on parcels containing buildings that meet the age threshold for potential historical resources, pursuant to CEQA. The proposed project could also facilitate development near historical resources, which could potentially alter the historic context of the resources. The proposed project’s Conservation Element includes the following policies which would minimize impacts to historical resources within Thousand Oaks:

- **Policy 11.1: Cultural Resource Identification and Recognition.** Identify and, as appropriate, recognize significant cultural resources by identifying significant cultural resources with landmark designation plaques, directional signage, self-guided tours, programs, and events.

- **Policy 11.2: Cultural Resource Preservation.** Require that new development preserve or mitigate impacts to significant historic, archaeological, and paleontological resources.
- **Policy 11.5: Historic Resource Management.** Maintain, rehabilitate, and reuse significant historic resources, as feasible.
- **Policy 11.7: Resource Stakeholder Engagement.** Decisions pertaining to the disposition of archaeological, paleontological, historical, and cultural resources shall be made in concert with recognized public agencies, groups or individuals having jurisdiction, expertise, or interest in these matters, including but not limited to the State Office of Historic Preservation, Ventura County Cultural Heritage Board, and local Native American organizations, and affected property owners.
- **Policy 11.8: Public and Private Involvement.** Cooperate with private and public entities whose goals are to protect and preserve historic resources and important cultural resources.

These policies would help reduce impacts to historical resources; however, they do not require formal historical resource evaluations or the consideration of measures to reduce potential impacts to historical resources. As such, development facilitated by the proposed project could result in substantial alterations to historical resources. This would be a potentially significant impact to historical resources, and implementation of mitigation measures is required.

## Mitigation Measures

### *CUL-1 Historical Resources*

Prior to project approval, the project applicant shall submit a report to the City that identifies any historical age features (i.e., structures over 45 years of age) proposed to be altered or demolished. If historical-age features are present, the applicant shall submit a historical resources evaluation to the City prepared in areas that contains buildings, structures, objects, sites, landscape/site plans, or other features that are 45 years of age or older, by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards in Architectural History or History (36 CFR Part 61). The evaluation shall be carried out in accordance with the guidelines and best practices meeting the State Office of Historic Preservation guidelines (NPS 2023b). All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the City for review and approval.

If historical resources are identified through the survey and evaluation, efforts shall be made by the applicant to ensure that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior's *Standards for the Treatments of Historic Properties*. The applicant shall submit a report to the City that identifies and specifies the treatment of character-defining features and construction activities, and demonstrates how the project complies with the Secretary of the Interior's *Standards for the Treatments of Historic Properties* and avoids the substantial adverse change in the significance of the historical resource as defined by *CEQA Guidelines* Section 15064.5(b). The report shall be prepared by an architectural historian or historical architect meeting the Professional Qualifications Standards as defined by 36 CFR Part 61 and provided to the City for review and concurrence prior to project approval.

If significant historical resources are identified on a development site and compliance with the Secretary of the Interior's *Standards for the Treatments of Historic Properties* and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken.

Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey report. The report shall comply with the Secretary of the Interior's *Standards for Architectural and Engineering Documentation* and shall generally follow the Historic American Building Survey Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Professional Qualifications Standards as defined by 36 CFR Part 61 and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.

### **Significance After Mitigation**

Implementation of Mitigation Measure CUL-1 would reduce and, in some cases, avoid potential adverse impacts on historic resources. However, even with implementation of mitigation, the demolition of historic resources could still be possible. Accordingly, impacts would remain significant and unavoidable with implementation of mitigation.

**Threshold 2:** Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

**Impact CUL-2 THE PROPOSED PROJECT COULD POTENTIALLY ADVERSELY AFFECT PREVIOUSLY UNIDENTIFIED ARCHAEOLOGICAL RESOURCES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.**

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Ground-disturbing activities associated with development carried out by development facilitated by the proposed project has the potential to damage or destroy subsurface archaeological resources, particularly in areas not studied in a cultural resources investigation or when excavation depths exceed those attained previously for past development. The proposed project's Conservation Element includes the following policies which would minimize impacts to archaeological resources within Thousand Oaks:

- **Policy 11.2: Cultural Resource Preservation.** Require that new development preserve or mitigate impacts to significant historic, archaeological, and paleontological resources.
- **Policy 11.3: Archeological Site Protection.** The preferred method for protecting any previously recorded archeological site shall be by deed restriction as permanent "open space", in order to prevent any future development or use that might otherwise adversely impact these resources.
- **Policy 11.4: Native American Consultation.** Conduct Native American consultation consistent with most recent regulations when new development is proposed in culturally sensitive areas.
- **Policy 11.6: Archaeological Site Confidentiality.** Maintain a list of the locations of previously recorded archaeological sites confidential unless the release of such information to the public is specifically authorized by local Native American organizations or other entities with jurisdiction over such sites.

Much of Thousand Oaks has been previously developed and disturbed. Nonetheless, there is potential for both historic and prehistoric archaeological resources to exist throughout the Planning Areas, which could be disturbed by grading and excavation activities for future projects. Proposed policies do not require evaluations of the potential for ground-disturbing activities to uncover subsurface archaeological resources. Consequently, damage to or destruction of known or

previously unknown archaeological resources could potentially occur due to development facilitated by the proposed project. Therefore, this impact is potentially significant, and the implementation of mitigation is required.

## **Mitigation Measures**

### *CUL-2 Archaeological Resources Assessment*

Prior to project approval of a project that involves ground-disturbance activities (that may include, but are not limited to, pavement removal, potholing, grubbing, tree removal, and grading), the project applicant shall submit to the City an Archaeological Resources Assessment prepared by a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards in either Prehistoric or Historic Archaeology. Assessments shall include a California Historical Resources Information System records search at the South Central Coast Information Center and a Sacred Lands File Search from the NAHC. The records searches shall characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around the development site. A qualified professional shall conduct a Phase I pedestrian survey for those projects that include undeveloped areas to locate any surface cultural materials.

If the Phase I archaeological survey identifies resources that may be affected, the applicant shall also conduct Phase II testing and evaluation. If resources are determined significant or unique through Phase II testing and site avoidance is not possible, the qualified professional shall identify appropriate site-specific mitigation measures in the Phase II evaluation. These measures may include, but would not be limited to, a Phase III data recovery program, avoidance, or other appropriate actions to be determined by a qualified archaeologist. If significant archaeological resources cannot be avoided, impacts may be reduced to a less-than-significant level by filling on top of the sites rather than cutting into the cultural deposits. Alternatively, and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit, to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples would occur as specified by the archaeologist. The City shall review and approve the Archaeological Resources Assessment prior to project approval.

### *CUL-3 Unanticipated Discoveries*

For projects whose Phase I archaeological survey identifies archaeological resources that may be affected, the applicant shall retain a qualified cultural resource specialist to monitor construction activities that involve ground-disturbing activities greater than 12 inches in depth and occur within 60 feet of a potentially significant cultural resource. If archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant pursuant to the CEQA and cannot be avoided by the project, additional work, such as excavating the cultural deposit to fully characterize its extent and collecting and curating artifacts may be warranted to mitigate any significant impacts to cultural resources. If archaeological resources of Native American origin are identified during construction, a qualified archaeologist shall consult with the City to begin Native American consultation procedures, which are outlined in

Mitigation Measure CUL-4. Periodic reports of the find and subsequent evaluations shall be submitted to the City during construction.

### Significance After Mitigation

Implementation of Mitigation Measures CUL-2 and CUL-3 would reduce potential impacts to a less-than-significant level by requiring the identification and evaluation of any archaeological resources that may be present prior to construction and by providing steps for the evaluation and protection of unanticipated finds encountered during construction.

<b>Threshold 3:</b> Would the project disturb any human remains, including those interred outside of formal cemeteries?
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**Impact CUL-3      GROUND DISTURBANCE ASSOCIATED WITH DEVELOPMENT FACILITATED BY PROPOSED PROJECT COULD POTENTIALLY DISTURB OR DAMAGE KNOWN OR UNKNOWN HUMAN REMAINS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH ADHERENCE TO EXISTING REGULATIONS.**

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Development facilitated by the project would require ground disturbance, such as grading, trenching, and other similar excavation. Human burials outside of formal cemeteries can occur in prehistoric archaeological contexts. The Planning Area has the possibility of containing previously unidentified human remains. Accordingly, development could have the potential to disturb human remains.

Human burials have specific provisions for treatment. Construction of future development facilitated by the proposed project would be subject to California Health and Safety Code Section 7050.5, which states that if human remains are unearthed, no further disturbance can occur until the County Coroner has made the necessary findings as to the origin and disposition of the remains, pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the NAHC, which will determine and notify an MLD. The MLD shall complete the inspection of the site and make recommendations to the landowner within 48 hours of being granted access. Adherence to these existing regulations would reduce the potential for the proposed project to result in substantial disturbance of human remains. Therefore, this impact would be less than significant.

### Mitigation Measures

No mitigation measures are required.

**Threshold 4a:** Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

**Threshold 4b:** Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

**Impact CUL-4 THE PROPOSED PROJECT COULD POTENTIALLY ADVERSELY IMPACT TRIBAL CULTURAL RESOURCES; HOWEVER, ADHERENCE TO THE REQUIREMENTS OF SB 18 AND AB 52 WOULD REDUCE IMPACTS. WITH MITIGATION TO PROTECT TRIBAL CULTURAL RESOURCES, IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

Ground-disturbing activities associated with individual development projects facilitated by the proposed project could potentially expose previously unidentified subsurface archaeological resources that may qualify as tribal cultural resources. Ground-disturbing activities would be performed with a variety of tools, machines, and equipment. These machines and pieces of equipment, especially large equipment like bulldozers or excavators could have potential to damage or destroy tribal cultural resources, which would be an adverse change to the resources.

As part of statutorily required AB 52 and SB 18 consultation processes, the City has sent letters to 11 Native American Tribes. To date, the City received one request for additional consultation from the Fernandeano Tataviam Band of Mission Indians. A consultation meeting was held on August 3, 2022, between City staff and representatives of the Fernandeano Tataviam Band of Mission Indians. During the consultation meeting, the representatives of the Fernandeano Tataviam Band of Mission Indians identified their desire to take a proactive approach to ensure the City increases the awareness of Tribal presence, including their contributions to the community. This meeting concluded the AB 52 and SB 18 consultation process. AB 52 and SB 18 consultation did not identify tribal cultural resources in the city as part of this analysis, and no tribal cultural resources eligible for the CRHR or local register were identified as being impacted by the proposed project. Furthermore, Policy 11.4, as included under Impact CUL-2, calls for Native American consultation when new development is proposed in culturally sensitive areas.

Although AB 52 and SB 18 consultation did not identify specific tribal cultural resources in the Planning Area, it remains a possibility that tribal cultural resources may be present within geographic areas affiliated with Tribal organizations. Adherence to the requirements of AB 52 would require Tribal consultation with local California Native American Tribes prior to implementation of development envisioned in the proposed project and which are subject to CEQA. In compliance with AB 52, a determination of whether project-specific substantial adverse effects on tribal cultural resources would occur along with identification of appropriate project-specific avoidance, minimization, or mitigation measures would be required, if the tribe requests consultation in a timely manner. Due to the programmatic nature of the proposed project, it is not possible to fully determine impacts; however, no tribal cultural resources were identified during consultation and no resources eligible for the CRHR or local register were identified as being impacted by the proposed project. Any future project implementation would require project-specific tribal cultural resource identification and consultation, and the appropriate avoidance, minimization, or mitigation would be incorporated. Still, if no tribe responds to a request for formal consultation pursuant to AB 52 or

a tribe is not on the City's AB 52 project notice list, then the appropriate avoidance, minimization, or mitigation would not have been identified. Therefore, the proposed project's potential impacts to tribal cultural resources would be potentially significant and mitigation would be required.

## **Mitigation Measures**

### *CUL-4 Suspend Work Around Tribal Cultural Resources Identified During Construction*

In the event that cultural resources of Native American origin are identified during ground disturbance during construction of a project implemented under TO2045, all earth-disturbing work in the vicinity of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and, thus, significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with local Native American group(s). The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, the plan shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.

## **Significance After Mitigation**

Implementation of Mitigation Measures CUL-4 would reduce potential impacts to a less-than-significant level by providing steps for the evaluation and protection of unanticipated finds of tribal cultural resources encountered during construction.

### **4.4.3 Cumulative Analysis**

The geographic scope for considering cumulative impacts to cultural resources and tribal cultural resources is based on the historic, ethnographic, and prehistoric period use patterns of the Planning Area and surrounding region. The geographic extent of cumulative impacts for the historic period is the city of Thousand Oaks. The geographic scope for the pre-colonial period is Ventura County and the areas traditionally occupied by the people indigenous to the region. This is appropriate, because cultural resources and tribal cultural resources identified in this larger region will be similar in type and style to those that are or may be present in the Planning Area.

The proposed TO2045, and future development facilitated by it, could adversely impact cultural resources and tribal cultural resources. Cumulative development within this geographic scope could disturb areas with the potential to contain historical resources, archaeological resources, and human remains, as well as tribal cultural resources. For other developments that would have significant impacts on cultural resources, similar conditions and mitigation measures described herein would be imposed on those other developments consistent with the requirements of CEQA, along with requirements to comply with all applicable laws and regulations governing said resources.

Other reasonably foreseeable future cumulative projects could be located on sites or near sites containing historic resources. These projects could result in adverse changes to the historic

resources on their corresponding project sites. However, as historic resources are site-specific, the potential for more than one project to have combined and cumulative impacts on the same historic resource is unlikely. Therefore, the potential for significant cumulative impacts to historic resources would not exist. Cumulative impacts to historic resources would be less than significant. However, impacts of the proposed project would remain significant and unavoidable (see Impact CUL-1, above).

Cumulative development could impact known or unknown tribal cultural resources or archaeological resources. This would be a potentially significant cumulative impact. However, individual projects would be reviewed separately by the City of Thousand Oaks or County of Ventura or other cities in Ventura County, as applicable, and undergo environmental review when it is determined that the potential for significant impacts exists. Impacts would be addressed on a case-by-case basis and would likely be subject to mitigation measures similar to those imposed for the proposed project. As such, cumulative impacts would be less than significant with mitigation. As described under Impact CUL-2 and CUL-4, Mitigation Measures CUL-2 through CUL-4 would ensure that project-level impacts to unknown archaeological and tribal cultural resources are adequately mitigated. These mitigation measures provide for archaeological monitoring of project ground disturbance and identify the steps to be taken if archaeological resources are encountered, including resources that may be of importance to Native American Tribes. After implementation of Mitigation Measures CUL-2 through CUL-4, the proposed projects contribution to cumulative impacts to archaeological resources and tribal cultural resources would not be cumulatively considerable. With adherence to existing regulations relating to cultural resources and tribal cultural resources, cumulative impacts would be less than significant, and the proposed project's contribution would not be cumulatively considerable.



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## 4.5 Greenhouse Gas Emissions

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This section summarizes the setting for Greenhouse Gas (GHG) emissions and climate change and analyzes the impacts related to GHG emissions and climate change due to the project.

### 4.5.1 Setting

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. Gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), fluorinated gases such as hydrofluorocarbons (HFC) and perfluorocarbons (PFC), and sulfur hexafluoride (SF<sub>6</sub>). Water vapor is excluded from the list of GHGs, because it is short-lived in the atmosphere, and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

Different GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO<sub>2</sub>) is used to relate the amount of heat absorbed to the amount of the gas, referred to as “carbon dioxide equivalent” (CO<sub>2</sub>e), which is the amount of GHG multiplied by its GWP. CO<sub>2</sub> has a 100-year GWP of 1. By contrast, methane has a 100-year GWP of 30, meaning its global warming effect is 30 times greater than CO<sub>2</sub> on a molecule-per-molecule basis (United Nations Intergovernmental Panel on Climate Change [IPCC] 2021).<sup>1</sup>

GHGs are emitted by natural processes and human activities. Of these gases, CO<sub>2</sub> and CH<sub>4</sub> are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are usually by-products of fossil fuel combustion, and CH<sub>4</sub> results from off-gassing associated with leakage from natural gas pipelines and processes, agricultural practices and landfills. Human-made GHGs, which have greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases and SF<sub>6</sub> (USEPA 2022a).

Climate change is the observed increase in the average temperature of the Earth’s atmosphere, land and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term “climate change” is often used interchangeably with the term “global warming,” but climate change is preferred, because it conveys that other changes are happening in addition to rising temperatures. The baseline against which these changes are measured originates in historical records that identify temperature changes that occurred in the past, such as during previous ice ages. The global climate is changing continuously, as evidenced in the geologic record, which indicates repeated episodes of substantial warming and cooling. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming over the past 150 years. The IPCC expressed in their *Sixth Assessment Report* that the rise and continued growth of atmospheric CO<sub>2</sub> concentrations is unequivocally due to human activities (IPCC 2021). Human influence has warmed the atmosphere, ocean, and land and has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, a total of 2,390 gigatons of anthropogenic CO<sub>2</sub> was emitted. It is likely that anthropogenic activities have increased the global

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<sup>1</sup> The IPCC’s (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2017 *Climate Change Scoping Plan* published by CARB uses a GWP of 25 for CH<sub>4</sub>, consistent with the IPCC’s (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

surface temperature by approximately 1.07 degrees Celsius from the years 1850–1900 to the years 2010–2019 (IPCC 2021).

GHGs in the atmosphere regulate the earth’s temperature. Without the natural heat-trapping effect of GHGs, the earth’s surface would be about 33 degrees Celsius cooler (World Meteorological Organization 2013). However, since 1750, estimated concentrations of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O in the atmosphere have increased by 47 percent, 156 percent, and 23 percent, respectively, primarily due to human activity (IPCC 2021). GHG emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation are believed to have elevated the concentration of these gases in the atmosphere far beyond the level of concentrations that occur naturally.

## **a. GHG Emissions Inventory**

### **Global Emissions Inventory**

Worldwide anthropogenic GHG emissions totaled 47,000 million metric tons (MMT) of CO<sub>2</sub>e in 2015, a 43 percent increase from 1990 GHG levels (USEPA 2022b). Specifically, 34,522 million metric tons (MMT) of CO<sub>2</sub>e of CO<sub>2</sub>, 8,241 MMT of CO<sub>2</sub>e of CH<sub>4</sub>, 2,997 MMT of CO<sub>2</sub>e of N<sub>2</sub>O, and 1,001 MMT of CO<sub>2</sub>e of fluorinated gases were emitted in 2015. The largest source of GHG emissions were energy production and fuel use from vehicles and buildings, which accounted for 75 percent of the global GHG emissions. Agriculture uses and industrial processes contributed 12 percent and 6 percent, respectively. Waste sources contributed 3 percent and international transportation sources contributed 2 percent. These sources account for approximately 98 percent because there was a net sink of 2 percent from land-use change (including afforestation/reforestation and emissions removals by other land use activities) (USEPA 2022b).

### **United States Emissions Inventory**

Total United States (U.S.) GHG emissions were 6,558 MMT of CO<sub>2</sub>e in 2019. Emissions decreased by 1.7 percent from 2018 to 2019. Since 1990, total U.S. emissions have increased by an average annual rate of 0.06 percent for a total increase of 1.8 percent between 1990 and 2018. The decrease from 2018 to 2019 reflects the combined influences of several long-term trends, including population changes, economic growth, energy market shifts, and technological changes such as improvements in energy efficiency and decreased carbon intensity of energy fuel choices. In 2019, the industrial and transportation end-use sectors accounted for 30 percent and 29 percent, respectively, of nationwide GHG emissions, while the commercial and residential end-use sectors accounted for 16 percent and 15 percent of nationwide GHG emissions (USEPA 2022c).

### **California Emissions Inventory**

Based on the CARB California GHG Inventory for 2000-2019, California produced 418.2 MMT of CO<sub>2</sub>e in 2019, which is 7.2 MMT of CO<sub>2</sub>e lower than 2018 levels. The major source of GHG emissions in California is the transportation sector, which comprises 40 percent of the state’s total GHG emissions. The industrial sector is the second largest source, comprising 21 percent of the state’s GHG emissions, while electric power accounts for approximately 14 percent (CARB 2021a). The magnitude of California’s total GHG emissions is due in part to its large size and large population compared to other states. However, its relatively mild climate is a factor that reduces California’s per capita fuel use and GHG emissions as compared to other states. In 2016, the State of California

achieved its 2020 GHG emission reduction target of reducing emissions to 1990 levels, as emissions fell below 431 MMT of CO<sub>2</sub>e (CARB 2021).

### **Local Emissions Inventory**

The city generated approximately 959,686 MT of CO<sub>2</sub>e in 2018 (City of Thousand Oaks 2023). On-road transportation was the major source, accounting for 51 percent of the total, largely due to passenger vehicles. Electricity was the second largest source of emissions at 22 percent. Natural gas usage represented 15 percent, and solid waste and wastewater represented 2 percent. Off-road equipment accounted for 2 percent. Water conveyance represented about 2 percent and HFCs and PFCs accounted for about 6 percent. The City is currently in the process of preparing a Climate and Environmental Action Plan (CEAP), which will include an updated emissions inventory.

### **b. Potential Effects of Climate Change**

Globally, climate change has the potential to affect numerous environmental resources through impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Each of the past three decades has been warmer than all the previous decades on record, and the decade from 2000 through 2010 has been the warmest. The observed global mean surface temperature from 2015 to 2017 was approximately 1.0 degree Celsius higher than the average global mean surface temperature over the period from 1880 to 1900 (National Oceanic and Atmospheric Administration 2020). Furthermore, several independently analyzed data records of global and regional land-surface air temperature obtained from station observations jointly indicate that land-surface air temperature and sea surface temperatures have increased.

According to *California's Fourth Climate Change Assessment*, statewide temperatures from 1986 to 2016 were approximately 0.6 to 1.1 degrees Celsius higher than those recorded from 1901 to 1960. Potential impacts of climate change in California include reduced water supply from snowpack, sea level rise, more extreme heat days per year, larger forest fires, and more drought years (State of California 2018). In addition to statewide projections, *California's Fourth Climate Change Assessment* includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state and regionally specific climate change case studies (State of California 2018). However, while there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. A summary follows of some of the potential effects that could be experienced in California because of climate change.

### **Air Quality**

Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2 degrees Celsius in the next 50 years and by 3.1 to 4.9 degrees Celsius in the next century (State of California 2018). Higher temperatures are conducive to air pollution formation, and rising temperatures therefore result in worsened air quality in California including an increase in the concentration of ground-level O<sub>3</sub>. The magnitude of the effect of the increased concentration of ground-level O<sub>3</sub>, and therefore its indirect effects, are uncertain. In addition, as temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains (State of California 2018). If higher temperatures continue to be accompanied by an increase in the incidence and

extent of large wildfires, air quality will worsen. Severe heat accompanied by drier conditions and poor air quality could increase the probability of heat-related deaths, illnesses, and asthma attacks throughout the state. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains could tend to temporarily clear the air of particulate pollution, which would effectively reduce the number of large wildfires and thereby ameliorate the pollution associated with them (California Natural Resources Agency 2009).

## **Water Supply**

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. Year-to-year variability in statewide precipitation levels has increased since 1980, meaning that wet and dry extremes have become more common (DWR 2018). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The average early spring snowpack in the western U.S., including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 0.15 meter along the central and Southern California coasts (State of California 2018). The Sierra snowpack provides most of California's water supply as snow that accumulates during winters is released slowly during the months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack (State of California 2018). Projections indicate that average spring snowpack in the Sierra Nevada and other mountain catchments in central and Northern California will decline by approximately 66 percent from its historical average by 2050 (State of California 2018).

## **Hydrology and Sea Level Rise**

Climate change could affect the intensity and frequency of storms and flooding (State of California 2018). Furthermore, climate change could induce substantial sea level rise in the coming century. Rising sea level increases the likelihood of and risk from flooding. The rate of increase of global mean sea levels between 1993 and 2022, observed by satellites, is approximately 3.5 millimeters per year, double the twentieth century trend of 1.6 millimeters per year (World Meteorological Organization 2013, National Aeronautics and Space Administration 2022). Sea levels are rising faster now than in the previous two millennia, and the rise will probably accelerate, even with robust GHG emission control measures. While the city is not close to the Pacific coast, sea level rise may jeopardize California's water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure (State of California 2018).

## **Agriculture**

California has an over \$50 billion annual agricultural industry that produces over a third of the country's vegetables and two-thirds of the country's fruits and nuts (California Department of Food and Agriculture 2020). Higher CO<sub>2</sub> levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture. In addition, crop yield could be

threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks (State of California 2018). Temperature increases could also change the time of year that certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center 2006).

## **Ecosystems**

Climate change and the resultant changes in weather patterns could have ecological effects on global and local scales. Soil moisture is likely to decline in many regions because of higher temperatures, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: timing of ecological events, geographic distribution and range of species, species composition and the incidence of nonnative species within communities, and ecosystem processes, such as carbon cycling and storage (Parmesan 2006, State of California 2018).

### 4.5.2 Regulatory Setting

#### **a. International**

##### **United Nations Climate Change Framework Convention**

On March 21, 1994, the United Nations Climate Change Framework Convention, signed by 154 countries around the world, went into force. Under the convention, governments agreed to gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

#### **b. Federal Regulations**

##### **Federal CAA**

In *Massachusetts et al. v. Environmental Protection Agency et al.* (2007 549 U.S. 497,) the U.S. Supreme Court determine that the USEPA has the authority to regulate motor vehicle GHG emissions under the Federal CAA. The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the USEPA issued a Final Rule that established the GHG permitting thresholds that determine when CAA permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (2014) 573 U.S. 302, the U.S. Supreme Court held that the USEPA may not treat GHGs as an air pollutant for purposes of determining whether a source can be considered a major source required to obtain a Prevention of Significant Deterioration or Title V permit. The Court also held that Prevention of Significant Deterioration permits otherwise required, based on emissions of other pollutants, may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

## **Safer Affordable Fuel-Efficient Vehicles Rule**

On September 27, 2019, the USEPA and the National Highway Traffic Safety Administration published the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program*. The SAFE Rule Part One revokes California’s authority to set its own GHG emissions standards and to adopt its own zero-emission vehicle mandates. On April 30, 2020, the USEPA and the National Highway Traffic Safety Administration published Part Two of the SAFE Vehicles Rule, which revised corporate average fuel economy and CO<sub>2</sub> emissions standards for passenger cars and trucks of model years 2021-2026, such that the standards increase by approximately 1.5 percent each year through model year 2026, as compared to the approximately 5 percent annual increase required under the 2012 standards (National Highway Traffic Safety Administration 2022).

## **Construction Equipment Fuel-Efficiency Standard**

USEPA sets emission standards for construction equipment. The first federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower (hp) and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 hp and established the Tier 2 and Tier 3 standards. The Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements, which are contained in 40 CFR Parts 1039, 1065, and 1068 (originally adopted in 69 Federal Register 38958 [June 29, 2004] and most recently updated in 2014 [79 Federal Register 46356]). Emissions requirements for new off-road Tier 4 vehicles were completely phased in by the end of 2015.

### **c. State Regulations**

CARB is responsible for the coordination and oversight of state and local air pollution control programs in California. There are numerous regulations aimed at reducing the state’s GHG emissions. These initiatives are summarized below.

#### **California Advanced Clean Cars Program**

AB 1493 (2002), California’s Advanced Clean Cars program (referred to as “Pavley”), requires CARB to develop and adopt regulations to achieve “the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles.” On June 30, 2009, the USEPA granted the waiver of CAA preemption to California for its GHG emission standards for motor vehicles, beginning with the 2009 model year, which allows California to implement more stringent vehicle emission standards than those promulgated by the USEPA. Pavley I regulates model years from 2009 to 2016 and Pavley II, now referred to as “LEV (Low Emission Vehicle) III GHG,” regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the LEV, Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. By 2025, the rules will be fully implemented, and new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB 2011).

#### **California Advanced Clean Fleets Regulation**

In April 2023, CARB approved the Advanced Clean Fleets (ACF) regulation. The ACF regulation is part of California’s strategy to accelerate the adoption of medium- and heavy-duty zero-emission vehicles (ZEVs). It complements the Advanced Clean Trucks ACT regulation and aims to achieve public health, air quality, and climate goals. The ACF regulation applies to fleets performing drayage

operations, those owned by State, local, and federal government agencies, and high priority fleets. The ACF regulation includes components such as a manufacturer sales mandate, drayage fleet registrations, requirements for drayage fleets to transition to zero-emission vehicles, and mandates for high priority and government fleets to purchase increasing percentages of ZEVs over time. The regulation provides flexibility and exemptions for cases where zero-emission trucks are not yet available. The ACF regulation is expected to significantly increase the number of ZEVs on California roads, leading to emissions reductions and health benefits. The Advanced Clean Trucks and ACF regulations together are expected to result in about 510,000, 1,350,000 and 1,690,000 ZEVs in California in 2035, 2045, and 2050, respectively.

### **California Advanced Clean Trucks Program**

In June 2020, CARB approved the Advanced Clean Trucks regulation, which requires manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. In addition, the regulation requires company and fleet reporting for large employers and fleet owners with 50 or more trucks. By 2045, all new trucks sold in California must be zero-emission. Implementation of this regulation would reduce consumption of nonrenewable transportation fuels as trucks transition to alternative fuel sources.

### **Executive Order B-48-18: Zero-Emission Vehicles**

On January 26, 2018, Governor Brown signed Executive Order B-48-18 requiring all State entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as to install 200 hydrogen fueling stations and 250,000 EV charging stations by 2025. It specifies that 10,000 of the EV charging stations should be direct current fast chargers. This order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a *Plug-in Charging Station Design Guidebook* and update the 2015 *Hydrogen Station Permitting Guidebook* to aid in these efforts. All State entities are required to participate in updating the 2016 ZEV Action Plan, along with the 2018 ZEV Action Plan Priorities Update, which includes and extends the 2016 ZEV Action Plan (Governor's Interagency Working Group on Zero-Emission Vehicles 2016, 2018) to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities.

### **Executive Order N-79-20**

Governor Gavin Newsom signed Executive Order N-79-20 in September 2020, which sets a Statewide goal that 100 percent of all new passenger car and truck sales in the state will be zero-emissions by 2035. It also sets a goal that 100 percent of statewide new sales of medium- and heavy-duty vehicles will be zero-emissions by 2045, where feasible, and for all new sales of drayage trucks to be zero-emissions by 2035. Additionally, the Executive Order targets 100 percent of new off-road vehicle sales in the state to be zero-emission by 2035. CARB is responsible for implementing the new vehicle sales regulation.

### **California Global Warming Solutions Act of 2006 (AB 32, SB 32, and AB 1279)**

The "California Global Warming Solutions Act of 2006," (AB 32), outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the



main state strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 target of 431 MMT of CO<sub>2</sub>e, which was achieved in 2016. CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others (CARB 2008).

CARB approved the 2013 Scoping Plan update in May 2014. The update defined CARB’s climate change priorities for the next 5 years, set the groundwork to reach post-2020 statewide goals, and highlighted California’s progress toward meeting the “near-term” 2020 GHG emission reduction goals defined in the original Scoping Plan.

On September 8, 2016, the governor signed SB 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the State to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap and Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 and SB 100 (discussed below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies.

AB 1279, the California Climate Crisis Act, was passed on September 16, 2022 and declares the State would achieve net zero GHG emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. In addition, the bill states that the State would reduce GHG emissions by 85 percent below 1990 levels no later than 2045. The 2022 Scoping Plan lays out a path to achieve AB 1279 targets (CARB 2022). The actions and outcomes in the 2022 Scoping Plan would achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, as well as the capture and storage of carbon.

### **SB 375**

The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the State’s ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations (MPO) are required to adopt an SCS, which allocates land uses in the MPO’s RTP. Qualified projects consistent with an approved SCS or Alternative Planning Strategy (categorized as “transit priority projects”) can receive incentives to streamline CEQA processing.

The City of Thousand Oaks is within the planning area of SCAG. SCAG was assigned targets of an 8 percent reduction in GHGs from transportation sources by 2020 and a 13 percent reduction in GHGs from transportation sources by 2035 (CARB 2022b).

### **AB 1493 (Reduce GHG Emissions from Vehicle Use)**

AB 1493 (Chapter 200, Statutes of 2002), known as the Pavley Bill, amended Health and Safety Code Sections 42823, and added Section 43018.5 requiring CARB to develop and adopt regulations that

achieve maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles, light-duty trucks, and other vehicles used for noncommercial personal transportation in California.

### **AB 1007 (State Alternative Fuels Plan)**

AB 1007 (Chapter 371, Statutes of 2005) required the California Energy Commission (CEC) to prepare a State plan to increase the use of alternative fuels in California. The CEC prepared the State Alternative Fuels Plan (SAF Plan) in partnership with CARB and in consultation with other federal, State, and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-State production of biofuels without causing a significant degradation of public health and environmental quality.

### **CARB In-Use On-Road and Off-Road Diesel Rules**

The CARB rule imposes limits on idling, restricts the addition of older vehicles, and requires the retirement or replacement of older engines depending on their fleet size category. This policy indirectly impacts energy consumption.

More specifically, CARB is also charged with developing air pollution control regulations based upon the best available control measures and implementing feasible control measures under the State and Federal CAA. (Health and Safety Code, Sections 39602.5, 39667, 43013, subdivisions. (a) and (h), 43018, 40600, 40601, 40612(a)(2) and (c)(1)(A).) Pursuant to these statutory authorities, more stringent emission standards were adopted in 2004 for off-road construction equipment (i.e., Tier 4 standards) (40 CFR Parts 1039, 1065, and 1068; CCR, title 13, Section 2025; Article 2854). CARB also adopted emission standards for on-road heavy duty diesel vehicles (i.e., haul trucks). (CCR, title 13, Section 1956.8.) These haul truck regulations mandate fleet turn-over to ensure that by January 1, 2023, nearly all on-road diesel trucks will have 2010 model year engines or equivalent (i.e., Tier 4). In addition, interim steps are incorporated into the regulations (e.g., vehicles older than 1999 will be replaced with newer engines by 2020).

### **California Integrated Waste Management Act AB 341/AB 1826 (Mandatory Recycling/Composting)**

The California Integrated Waste Management Act of 1989, as modified by AB 341, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows diversion away from landfills of 75 percent of all solid waste by 2020 and annually thereafter. AB 1826 requires recycling of organic waste (i.e., composting) by all businesses and public entities that generate four or more cubic yards of solid waste per week and multifamily residential dwellings that have five or more units.

### **SB 1383**

Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. SB 1383 requires the strategy to achieve the following reduction targets by 2030:

- CH<sub>4</sub> – 40 percent below 2013 levels
- HFCs – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

SB 1383 also requires the California Department of Resources Recycling and Recovery, in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills, such as reducing organic waste disposal by 75 percent by the year 2025. Additionally, SB 1383 requires that, statewide, 20 percent of edible food that would otherwise be disposed of to be recovered for human consumption by the year 2025.

## **SB 100**

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state’s Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. The 2020 goal was met, with approximately 36 percent of electricity coming from renewable sources in March 2021 (CARB 2021b).

## **Executive Order B-55-18**

On September 10, 2018, the former Governor Brown issued Executive Order B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

## **California Refrigerant Management Program**

California’s Refrigerant Management Program (RMP) regulates refrigerants used in larger facilities, primarily industrial and supermarket land uses. Refrigerants regulated under the RMP include any refrigerant that is an O<sub>3</sub>-depleting substance as defined in Title 40 of the CFR, Part 82, and any compound with a GWP value equal to or greater than 150 according to the GWPs specified in the IPCC Fourth Assessment Report of 2007. According to the RMP, all supermarket and industrial refrigeration systems with a full recharge capacity of 50 pounds (22.7 kilograms) or greater will be required to limit the refrigerants used to no greater than 150 GWP beginning in 2022. Similarly, according to the RMP, all room air conditioning unit systems with a full recharge capacity of 50 pounds or greater will be required to limit the refrigerants used to no greater than 750 GWP beginning in 2023.

## **SB 1020**

SB 1020, signed into law on September 16, 2022, requires renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035, 95 percent by 2040, and 100 percent by 2045. All State agencies facilities must be served by 100 percent renewable and zero-carbon resources by 2030. SB 1020 also requires the Public Utilities Commission, Energy Commission, and CARB to issue a joint progress report outlining the reliability of the electrical grid with a focus on summer reliability and challenges and gaps. Additionally, SB 1020 requires the Public Utilities Commission to define energy affordability and use energy affordability metrics to develop protections, incentives, discounts, or new programs for residential customers facing hardships due to energy or gas bills.

## CARB Gas Appliances Sales Ban

As part of the 2022 SIP, CARB adopted a ban on new sales of natural gas heaters, water heaters, and furnaces by 2030 in September of 2022. This new measure is intended to reduce emissions from new residential and commercial space and water heaters sold in the state. An emission standard for space and water heaters will go into effect in 2030. Beginning in 2030, 100 percent of the sales of new natural gas-powered heaters and water heaters would need to comply with the emission standard, such as putting in electric heaters or other zero-emission options.

## California Building Standards Code

CCR Title 24 is referred to as the California Building Standards Code. It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, and accessibility for persons with physical and sensory disabilities. The California Building Standards Code's energy-efficiency and green building standards are outlined below. These standards are updated every 3 years and future projects would be subject to the 2022 California Building Standards when they go into effect on January 1, 2023.

### *Part 6 – Building Energy Efficiency Standards/Energy Code*

CCR Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings to reduce California's energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The current iteration is the 2022 Title 24 standards. The California Building Standards Code's energy-efficiency and green building standards are outlined below. The 2022 Standards came into effect January 1, 2023.

### *Part 11 – California Green Building Standards*

The California Green Building Standards Code (CALGreen), was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective on January 1, 2011 (as part of the 2010 California Building Standards Code). The 2022 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- Minimum 20 percent reduction in indoor water use relative to specified baseline levels<sup>2</sup>
- Waste Reduction:
  - Minimum 65 percent non-hazardous construction/demolition waste diverted from landfills

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<sup>2</sup> Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water reduction requirements must be demonstrated through completion of water use reporting forms. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

- Non-residential and multifamily dwellings with 5 or more units shall provide readily accessible areas identified for the depositing, storage and collection of nonhazardous materials for recycling including (at a minimum) paper, corrugated cardboard, glass, plastic, organic waste, and metals
- Nonresidential: 100 percent of trees, stumps, rocks and associated vegetation soils resulting from primary land clearing shall be reused or recycled
- Inspections of energy systems to ensure optimal working efficiency
- EV Charging for New Construction:<sup>3</sup>
  - Multifamily dwellings, hotels/motels with less than 20 units/rooms: designation of at least 10 percent of the total number of parking spaces shall be EV Capable and at least 25 percent of the total number of parking spaces shall be EV Ready
  - Multifamily dwellings, hotels/motels with greater than 20 units/rooms: designation of at least 10 percent of the total number of parking spaces shall be EV Capable, at least 25 percent of the total number of parking spaces shall be EV Ready, and at least 5 percent of the total number of parking spaces shall be equipped with a Level 2 charging station.
  - Non-residential land uses shall comply with the following EV charging requirements based on the number of passenger vehicle parking spaces:
    - 0-9: no EV Capable spaces or charging stations required
    - 10 – 25: 4 EV Capable spaces but no charging stations required
    - 26 – 50: 8 EV Capable spaces of which two must be equipped with charging stations
    - 51 – 75: 13 EV Capable spaces of which three must be equipped with charging stations
    - 76 – 100: 17 EV Capable spaces of which four must be equipped with charging stations
    - 101 – 150: 25 EV Capable spaces of which six must be equipped with charging stations
    - 151 – 200: 35 EV Capable spaces of which nine must be equipped with charging stations
    - >200: 20 percent of the total available parking spaces of which 25 percent must be equipped with charging stations
  - Non-residential land uses shall comply with the following EV charging requirements for medium-duty and heavy-duty vehicles: Warehouses, grocery stores, and retail stores with planned off-street loading spaces shall install EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s), or subpanel(s) at the time of construction based on the number of off-street loading spaces as indicated in Table 5.106.5.4.1 of the California Green Building Standards.

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<sup>3</sup> EV Capable = a vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways to support EV charging. EV Ready = a vehicle space which is provided with a branch circuit and any necessary raceways to accommodate EV charging stations including a receptacle for future installation of a charger. See 2022 CALGreen, Title 24 Part 11 for full explanation of mandatory measures including exceptions.

- **Bicycle Parking**
  - Non-residential short term bicycle parking for projects anticipated to generate visitor traffic: permanently anchored bicycle racks within 200 feet of visitor entrance for 5 percent of new visitor motorized vehicle parking spaces with a minimum of one two-bike capacity rack
  - Non-residential buildings with tenant spaces of 10 or more employees/tenant-occupants: secure bicycle parking for 5 percent of the employee/tenant-occupant vehicle parking spaces with a minimum of one bicycle parking facility
- **Shade Trees (Non-Residential)**
  - Surface parking: minimum No. 10 container size or equal shall be installed to provide shade over 50 percent of the parking within 15 years (unless parking area covered by appropriate shade structures and/or solar)
  - Landscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years
  - Hardscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years (unless covered by applicable shade structures and/or solar or the marked area is for organized sports activities)

The CALGreen voluntary standards are only mandatory if a local ordinance requires them. Since the City has not made any of the voluntary measures mandatory, the following voluntary standards would not be applicable to the project:

- Deconstruct existing buildings and reuse applicable salvaged materials
- Residential bicycle parking
  - Multifamily/hotel/motel short-term parking: provide permanently anchored bicycle racks within 100 feet of visitor's entrance for 5 percent of visitor motorized vehicle parking capacity (minimum one two-bike capacity rack)
  - Hotel/motel long-term parking: provide one acceptable on-site bicycle parking space for every 25,000 square feet but not less than two spaces

The CALGreen voluntary standards are divided into two tiers. Tier 1 adds additional requirements beyond the mandatory measures, whereas Tier 2 further increases the requirements.

- **Tier I**
  - Stricter energy efficiency requirements
  - Stricter water conservation requirements for specific fixtures
  - Minimum 65 percent reduction in construction waste with third-party verification, minimum 10 percent recycled content for building materials
  - Minimum 20 percent permeable paving
  - Minimum 20 percent cement reduction
  - Multifamily developments/hotels/motels: minimum 35 percent of total parking spaces shall be EV Ready and for projects with 20 or more dwelling units/rooms a minimum of 10 percent of the total number of parking spaces shall be equipped with EV charging stations

▪ **Tier II**

- Stricter energy efficiency requirements
- Stricter water conservation requirements for specific fixtures
- Minimum 75 percent reduction in construction waste with third-party verification
- Minimum 15 percent recycled content for building materials
- Minimum 30 percent permeable paving
- Minimum 25 percent cement reduction
- Multifamily developments/hotels/motels: minimum 40 percent of total parking spaces shall be EV Ready and for projects with 20 or more dwelling units/rooms a minimum of 15 percent of the total number of parking spaces shall be equipped with EV charging stations

**c. Regional and Local**

**SCAG RTP/SCS**

SCAG functions as the MPO for six counties, including Ventura County, wherein the Planning Area is located. As the designated MPO, SCAG is required by federal law to prepare and update a long-range RTP, keep up with CAA requirements, monitor system performance, and develop SCS to achieve GHG reduction targets set by the CARB.

On September 1, 2020, SCAG’s Regional Council adopted an updated RTP/SCS known as the 2020-2045 RTP/SCS or Connect SoCal. The 2020-2045 RTP/SCS is a long-range visioning plan that builds upon and expands land use and transportation strategies of the 2016-2040 RTP/SCS to increase mobility options and achieve a more sustainable growth pattern. The 2020-2045 RTP/SCS projects growth in employment, population, and households at the regional, county, city, town and neighborhood levels. These projections take into account economic and demographic trends, as well as feedback from SCAG’s jurisdictions. The 2020-2045 RTP/SCS “Core Vision” centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets.<sup>4</sup> The 2020-2045 RTP/SCS continues efforts to better align transportation investments and land use decisions to improve mobility and reduce GHGs by bringing housing, jobs and transit closer together. The 2020-2045 RTP/SCS includes 10 goals with corresponding implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. SCAG has determined that the 2020-2045 RTP/SCS would achieve the applicable GHG emissions reduction target for automobiles and light trucks of 19 percent per capita reduction by 2035, relative to 2005 levels, as established by CARB for the region.<sup>5</sup>

**City of Thousand Oaks CEAP**

The City is developing a CEAP to detail the strategies and actions that the City will pursue to protect the environment and address the challenges of climate change. The CEAP will assist the State in meeting its goals and also establish targets specific to Thousand Oaks.

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<sup>4</sup> SCAG, A Plan Summary for Connect SoCal, adopted September 3, 2020.

<sup>5</sup> CARB, Executive Order G-20-239 SCAG’s 2020 SCS CARB Acceptance of GHG Quantification Determination, October 30, 2020.

### 4.5.3 Impact Analysis

#### a. Methodology and Significance Thresholds

##### Methodology

As GHG emissions from the land use sector come primarily from building energy use and from transportation, these are the areas that need to be evaluated to determine whether the project can or will be carbon neutral. With respect to building energy use, this can be achieved by replacing natural gas with electric power and by eliminating inefficient or wasteful electricity usage. These strategies will support California's transition away from fossil fuel-based energy sources and will bring the project's GHG emissions associated with building energy use down to zero, because the default electricity source for the City is through Clean Power Alliance at 100% renewable energy and, for properties electing to receive their electricity through a different CPA or SCE plan, SB 100 incrementally greens the electricity grid by requiring greater proportions of in-state sales of electricity to be generated from renewable and carbon-free sources, ultimately requiring 100 percent of in-state electricity sales to be generated from carbon-free sources by 2045. With respect to transportation, projects need to be designed to reduce project-generated VMT and to provide sufficient EV charging infrastructure to support the adoption of EVs.

As discussed in Chapter 4.11, *Transportation*, project-generated traffic is evaluated for whether it would conflict or be inconsistent with *CEQA Guidelines* Section 15064.3(b), which describes specific considerations for analyzing transportation impacts as amended on July 1, 2020, pursuant to SB 375. SB 375 aims to better promote statewide policies that: (a) combat climate change by reducing greenhouse gas emissions and particulates, (b) encourage infill development and a diversity of uses instead of sprawl, and (c) promote multi-modal transportation networks, providing clean, efficient access to destinations and improving public health through active transportation. Section 15064.3(b) states that VMT is "generally" the most appropriate measure of transportation impacts. No particular methodology or metric is mandated by section 15064.3(b) and the methodology or metric is left to the lead agency, bearing in mind the criteria the legislature had in mind for determining the significance of transportation impacts in SB 743. These were expressed in PRC Section 21099(b)(1), which states: "[t]hose criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." The Ventura County Transportation Model is a computerized travel demand model maintained by the Ventura County Transportation Commission and estimates the following:

- Total home-based daily VMT based on the VMT attributable to home-based trip productions, to and from residences in Thousand Oaks
- Total work-based daily VMT based on the VMT associated with home-based work trips, to and from places of employment in Thousand Oaks
- Other-based daily VMT based on the VMT associated with home-based other trips, to and from schools, universities, shopping, social/recreational, and other non-home and non-work related trip ends in Thousand Oaks

VMT impacts would be considered potentially significant if the forecasted rate of residential VMT per capita or VMT per employee for the project were to exceed 85 percent of the existing rate of VMT in each category for Thousand Oaks, based on the Thousand Oaks travel demand model.



In terms of the potential for wasteful, inefficient, or unnecessary electrical usage as determined by the analysis required under *CEQA Guidelines* Section 21100(b)(3) and *CEQA Guidelines* Section 15126.2(b), project energy impacts are addressed under *Energy* in Chapter 4.14, *Effects Found Not to be Significant*.

## **Significance Thresholds**

GHG impacts of a project are considered significant if they cause a considerable cumulative increase, directly or indirectly, of GHG emissions on the environment. In addition, impacts would be significant if the project does not comply with applicable regional or local plans to reduce GHG emission.

Appendix G of the *CEQA Guidelines* identifies the following criteria for determining whether development facilitated by the proposed project would have a significant impact on GHG emissions:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Because individual projects do not generate sufficient GHG emissions that would substantially affect climate change, the issue of climate change typically involves an analysis of whether a project's contribution toward an impact is cumulatively considerable. As defined by *CEQA Guidelines* Section 15355, *cumulatively considerable* means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects.

The *CEQA Guidelines* Section 15064.4(a) states that a lead agency shall have discretion to determine, in the context of a particular project, whether to:

- Quantify greenhouse gas emissions resulting from a project; and/or
- Rely on a qualitative analysis or performance-based standards.

Additionally, *CEQA Guidelines* Section 15064.4(b) states that "in determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change," and that the following factors should be considered:

- The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see, e.g., Section 15183.5(b)). Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies,

provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

*CEQA Guidelines* Section 15064.4 does not establish a threshold of significance for GHG emissions. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies or suggested by other experts (see *CEQA Guidelines* Section 15064.7(c)). Pursuant to *CEQA Guidelines* Section 15064.7(b), "Thresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence." To date, the City, as lead agency, has not established a quantitative threshold for evaluating the significance of GHG emissions for general use as part of the City's environmental review process.

In 2011, VCAPCD staff provided a report entitled "Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects in Ventura County" to the Ventura County Air Pollution Control Board by way of a letter dated November 8, 2011. This letter notes that the most common approach for determining the significance of GHG emissions for land use projects is a tiered approach involving: (1) applicability of any CEQA exemptions, (2) project consistency with a local climate action plan, and (3) application of an efficiency-based threshold and/or a bright line gap-based threshold based on capturing 90 percent of project GHG emissions. This passage refers to and cites sections from a 2008 California Air Pollution Control Officers Association (CAPCOA) white paper titled "CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act"<sup>6</sup> that provides "a common platform of information and tools to address climate change in CEQA analyses, including the evaluation and mitigation of GHG emissions from proposed projects and identifying significance threshold options." The VCAPCD letter also states that "Given that Ventura County is adjacent to the South Coast AQMD jurisdiction and a part of the Southern California Association of Governments region, District staff believes it makes sense to set local GHG emission thresholds of significance for land use development projects at levels consistent with those set by the South Coast AQMD," and concludes that "unless directed otherwise by [the Air Pollution Control] Board, District staff will continue to evaluate and develop suitable GHG threshold options for Ventura County with preference for GHG threshold consistency with the South Coast AQMD and the SCAG region." However, to date, VCAPCD has not established quantitative significance thresholds for evaluating GHG emissions in CEQA analyses for non-industrial development projects.

In September 2010, SCAQMD proposed a tiered approach to evaluate potential GHG impacts from non-industrial development projects<sup>7</sup> that also used strategies described in the 2008 CAPCOA white paper titled "CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act."<sup>8</sup> However, none of the proposed options for evaluating residential or mixed-use projects were ever adopted by SCAQMD.

To date, no quantitative GHG emissions significance threshold for general use in the environmental review process of non-industrial projects that would be applicable to the proposed project have been adopted by a local, regional, or State agency per the requirements of *CEQA Guidelines* Section 15064.7(b). As such, for this analysis, the potential significance of the project's GHG

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<sup>6</sup> CAPCOA, CEQA and Climate Change: Addressing Climate Change through CEQA, January 2008.

<sup>7</sup> SCAQMD, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15, September 28, 2010.

<sup>8</sup> CAPCOA, CEQA and Climate Change: Addressing Climate Change through CEQA, January 2008.

emissions will be qualitatively evaluated based on the “extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions” (*CEQA Guidelines* Section 15064.4(b)). For informational purposes, GHG emissions were quantified and are presented under Impact GHG-1. The proposed project would be required by the City to comply with applicable regulations or requirements adopted to implement statewide, regional, or local plans for the reduction or mitigation of GHG emissions. The project’s consistency with such plans is discussed in the Plan Consistency evaluation provided below.

Since the City of Thousand Oaks’ CEAP has not yet been adopted, it will not be used in the impact analysis.

<b>Threshold:</b>	Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
<b>Threshold:</b>	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

**Impact GHG-1 DEVELOPMENT FACILITATED BY THE PROJECT WOULD MAKE PROGRESS TOWARDS ACHIEVING STATE GOALS BUT WOULD NOT NECESSARILY MEET STATE 2030 OR 2045 GOALS. WHILE CONSTRUCTION EMISSIONS WOULD BE LESS THAN SIGNIFICANT, DEVELOPMENT FACILITATED BY THE PROJECT WOULD NOT MEET THE 2030 OR 2045 GOALS DURING OPERATION. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.**

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## **Construction**

Construction of future development associated with TO2045 would result in GHG emissions during construction, primarily from fuel consumption associated with heavy equipment, light-duty vehicles, machinery, and generators for lighting. Temporary grid power may also be provided to construction trailers or electric construction equipment that may result in indirect GHG emissions from energy generation. The project would utilize construction contractors that would be required to comply with applicable CARB regulations, such as accelerated retrofitting, repowering, or replacement of heavy-duty diesel on-road and off-road equipment. Construction contractors are required to comply with the provisions of CCR Title 13, sections 2449 and 2485, and CARB regulations, which prohibit diesel-fueled commercial and off-road vehicles from idling for more than 5 minutes, minimizing unnecessary GHG emissions. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would minimize inefficient fuel consumption and thus GHG emissions. These construction equipment standards (i.e., Tier 4 efficiency requirements) are contained in 40 CFR Parts 1039, 1065, and 1068. Pursuant to applicable regulatory requirements of CALGreen, the project would comply with construction waste management practices to divert construction and demolition debris from landfills. These practices would result in efficient use of energy during construction and, therefore, would minimize unnecessary GHG emissions. Furthermore, in the interest of cost efficiency, construction contractors would not utilize fuel in a manner that is wasteful or unnecessary, which would also have the effect of minimizing GHG emissions. Therefore, GHG emissions from construction of development facilitated by the proposed project would be less than significant.

## Operation

The project would result in GHG emissions during operation. The nature of GHG emissions would be typical of those associated with residential, commercial, service, retail, hotel, warehouse, manufacturing, hotel, and research and development uses. GHG emissions would result primarily from building energy usage and fuel consumption associated with vehicle trips. The project contains policies that aim to reduce operational GHG emissions in accordance with State 2030 GHG emissions reductions goals and provide substantial progress to the State's goal of carbon neutrality by 2045, as included below. Operational buildout is expected to be 2045.

### *Transportation*

On-road transportation sources are based on passenger vehicle and truck trip generation rates and VMT. While policies listed in Section 4.11, *Transportation*, would encourage active transportation and transit use, implementation of the 2045 General Plan would result in significant and unavoidable VMT impacts. The forecasted VMT of the project would be less than 15 percent lower than existing VMT and thus would not assist sufficiently to address climate goals.

Additional General Plan policies and implementation actions would reduce emissions from vehicles by encouraging electric vehicle use, and include:

### LAND USE ELEMENT

- **Policy 11.7 Electrical Vehicle charging stations in new development.** Require EV ready receptacles sufficient to support users in new development.
- **Policy 12.9 Discourage vehicle idling.** Discourage new drive-through operations and other uses that require and encourage active idling of vehicles.

### MOBILITY ELEMENT

- **Policy 6.3 Emissions reduction.** Support and encourage the adoption of low- and zero-emission vehicles, clean vehicle technologies, charging infrastructure and services to reduce GHG emissions from vehicles.
- **Implementation Action M-A.7: VMT-based Transportation Analysis Policy and VMT Mitigations for Environmental Review.** Adopt and implement the City's Vehicles Miles Traveled (VMT) Analysis Guidelines, which defines VMT-based thresholds of significance for transportation impacts in environmental review and identifies TDM-based mitigations.

### SAFETY ELEMENT

- **Policy 7.6 Clean energy vehicles.** Increase electric/alternative fuel use through charging and other appropriate fueling infrastructure expansion.

### *Buildings*

Future buildings developed under TO2045 would be served by Clean Power Alliance (CPA) or Southern California Edison (SCE). CPA is an alternative to SCE for energy generation. All residents and local businesses with CPA are automatically enrolled in the 100% Green Power Program (100 percent renewable energy) and have the option to opt down to the 50% Clean Power or 36% Lean Power programs. SCE is required to increase its renewable energy procurement in accordance with SB 100 targets. SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program. It requires electricity providers to

increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. In addition, GHG emissions from building use would be reduced through implementation of the proposed policies listed below, which would encourage energy efficiency in buildings.

Policies found throughout TO2045 would reduce GHG impacts from building energy use, such as:

#### **LAND USE ELEMENT**

- **Policy 2.3 Sustainable residences.** Encourage sustainable building practices during new construction or when buildings are substantially renovated.
- **Policy 11.1 Carbon-free construction.** Promote and encourage new construction that uses carbon-free energy.
- **Policy 11.2 Energy efficient new construction.** Promote and encourage energy-efficient new construction through implementation of CALGreen Tier 1 and Tier 2 measures and use of Passive Solar System design features.
- **Policy 11.3 Onsite solar in new construction.** Promote and encourage the installation to the maximum extent possible of on-site solar (or other distributed renewable energy) in new construction, including rooftop, carports and additional technologies as they evolve.
- **Policy 11.4 Transition existing buildings to carbon-free energy.** Promote and encourage the electrification of existing buildings with clean energy to reduce and eliminate fossil fuel use.
- **Policy 11.5 Existing building energy efficiency.** Encourage an increase in energy efficiency of existing buildings through upgrades including insulation, sealing, improved windows, roofs, water and air heating, ventilation and air conditioning (HVAC) systems.
- **Policy 11.8 Affordable energy efficiency upgrades.** Work with energy utility companies to promote energy efficiency upgrades and discounts to lower-income households in Thousand Oaks.

#### **SAFETY ELEMENT**

- **Policy 7.4 Electrification of new and existing buildings.** Encourage electrification of newly constructed buildings.

The proposed policies regarding vehicle use and buildings would assist in reducing emissions to 40 percent below 1990 levels by 2030 and reaching carbon neutrality by 2045 but would not necessarily achieve either goal.

The project is a policy-level document that guides land use and development throughout the city and includes additional policies and associated implementation actions regarding climate change mitigation, such as:

#### **SAFETY ELEMENT**

- **Policy 7.1 Climate and Environmental Action Plan.** Prepare and update the City's Climate and Environmental Action Plan every ten years or more frequently.
- **Policy 7.2 Community emissions.** Reduce community GHG emissions by at least the SB 32 target of 40% by 2030 and 80% by 2050 relative to 2010.
- **Policy 7.3 Municipal emissions.** Reduce GHG emissions from Municipal operations by at least 40% by 2030 and 80% by 2050 relative to 2010.

- **Policy 7.5 Transition to clean energy.** Reduce non-building-related energy emissions through conservation, efficiency measures, and use of renewable energy in street lighting, water and wastewater conveyance and treatment, and municipal operations.
- **Policy 7.7 Clean energy technology.** Support deployment of emerging and future clean energy technologies such as hydrogen fuel cell and electric vehicles, battery energy and other clean energy, storage means, carbon capture technologies, smart technologies with inter-device and grid communications, such as vehicle-to-grid and IoT (“Internet of Things”) for demand reduction, and other technologies, as feasible.
- **Policy 7.8 Renewable energy sources.** Encourage renewable energy supply for all buildings and infrastructure by 2045.
- **Policy 7.9 Community forest.** Expand and maintain the community forest to sequester carbon dioxide from the atmosphere.
- **Implementation S-A.11: Local Clean Energy Facility Regulations.** Prepare a study to develop regulations that would allocate space to allow for local clean energy facilities such as battery energy storage, wind, and solar, to be distributed throughout the community.
- **Implementation S-A.12: Microgrids for Municipal Facilities.** Develop microgrids at critical municipal facilities to maintain operations.
- **Implementation S-A.13: Climate and Environmental Action Plan.** Adopt and implement a Climate and Environmental Action Plan.

The project’s consistency with the 2020-2045 RTP/SCS is discussed in Table 4.5-1. As shown therein, TO2045 would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

**Table 4.5-1 TO2045 Consistency with Applicable SCAG 2020-2045 RTP/SCS Strategies**

Reduction Strategy	Project Consistency
<p><b>Focus Growth Near Destinations &amp; Mobility Options.</b></p> <ul style="list-style-type: none"> <li>▪ Emphasize land use patterns that facilitate multi-modal access to work, educational and other destinations</li> <li>▪ Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets</li> <li>▪ Plan for growth near transit investments and support implementation of first/last mile strategies</li> <li>▪ Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses</li> <li>▪ Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods</li> <li>▪ Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)</li> <li>▪ Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)</li> </ul>	<p><b>Consistent.</b> TO2045 primarily recommends development near transportation corridors and within biking and walking distance of existing residential and commercial development. The proposed project would emphasize land use patterns that facilitate multi-modal access to work, educational, and other destinations, plan growth near existing transit corridors, prioritize infill and redevelopment of underutilized land to accommodate new growth and increase connectivity in existing neighborhoods, and encourage design and transportation options to reduce reliance on single-occupancy passenger automobiles. In addition, updates to the Mobility Element incorporates VMT reduction policies that would serve to encourage less reliance on single-occupancy passenger automobiles and reduce GHG emissions associated with VMT in the Planning Area, including a policy to facilitate transportation demand management programs.</p>

Reduction Strategy	Project Consistency
<p><b>Promote Diverse Housing Choices.</b></p> <ul style="list-style-type: none"> <li>▪ Preserve and rehabilitate affordable housing and prevent displacement</li> <li>▪ Identify funding opportunities for new workforce and affordable housing development</li> <li>▪ Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply</li> <li>▪ Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of GHGs</li> </ul>	<p><b>Consistent.</b> Buildout under TO2045 would achieve the City’s Regional Housing Needs Assessment allocation. Development would primarily be sited along major transportation corridors, encourage active transportation, and be in proximity to existing residential and commercial development, which would minimize GHG emissions associated with vehicle trips. Therefore, the project would promote diverse housing choices that support the reduction of GHGs.</p>
<p><b>Leverage Technology Innovations.</b></p> <ul style="list-style-type: none"> <li>▪ Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space</li> <li>▪ Improve access to services through technology, such as telework and telemedicine, as well as other incentives, such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments</li> <li>▪ Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation</li> </ul>	<p><b>Consistent.</b> Development facilitated by TO2045 would be required to comply with State and local regulations, including the California Building Energy Efficiency Standards and CALGreen, related to the provision of electric vehicle supply equipment for parking spaces and the installation of photovoltaic solar panels on all new buildings that generate an amount of electricity equal to expected electricity usage. Therefore, TO2045 would leverage technology innovations.</p>
<p><b>Support Implementation of Sustainability Policies.</b></p> <ul style="list-style-type: none"> <li>▪ Pursue funding opportunities to support local sustainable development implementation projects that reduce GHG emissions</li> <li>▪ Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations</li> <li>▪ Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts, Community Revitalization and Investment Authorities, or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space</li> <li>▪ Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies</li> <li>▪ Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region</li> <li>▪ Continue to support long range planning efforts by local jurisdictions</li> <li>▪ Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy</li> </ul>	<p><b>Consistent.</b> Development facilitated by TO2045 would be constructed in accordance with the California Building Energy Efficiency Standards and CALGreen and contains a variety of policies as noted above that would result in sustainable land use practices in the Planning Area. Therefore, the project would support implementation of sustainability policies.</p>

Reduction Strategy	Project Consistency
<p><b>Promote a Green Region.</b></p> <ul style="list-style-type: none"> <li>▪ Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards</li> <li>▪ Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration</li> <li>▪ Integrate local food production into the regional landscape</li> <li>▪ Promote more resource efficient development focused on conservation, recycling and reclamation</li> <li>▪ Preserve, enhance and restore regional wildlife connectivity</li> <li>▪ Reduce consumption of resource areas, including agricultural land</li> <li>▪ Identify ways to improve access to public park space</li> </ul>	<p><b>Consistent.</b> TO2045 encourages infill development and redevelopment sites for housing units. Furthermore, as discussed in Section 4.14, <i>Effects Found Not to Be Significant</i>, TO2045 would not result in the conversion of agricultural land and is intended to protect and enhance open space areas in the Planning Area. Projects facilitated by the project would be required to install photovoltaic solar panels on all new buildings that generate an amount of electricity equal to expected electricity usage in accordance with the California Building Energy Efficiency Standards. Therefore, the project would support development of a green region.</p>
<p>Source: Southern California Association of Governments 2020</p>	

The CARB 2022 Climate Change Scoping Plan outlines a pathway to achieving the 2030 reduction targets set under SB 32, which are considered interim targets toward meeting the long-term 2045 carbon neutrality goal established by California Executive Order B-55-18. While the project would facilitate additional development in the city, building energy consumption and VMT (and thus GHG emissions) per capita would be reduced under the project’s buildout compared to existing conditions, given the above discussed policies. However, at this point, TO2045 does not outline how the City would meet the goals to reduce emissions to 40 percent below 1990 levels by 2030 and carbon neutrality by 2045. The project would therefore not be consistent with the California Executive Order B-55-18 goal of carbon neutrality by 2045, nor does it have an adopted and qualified GHG reduction plan to guide progress towards State goals. It is noted that the City is currently in process of drafting and adopting a CEAP as of June 2023, but since it is not yet adopted, GHG mitigation strategies contained therein are not considered as impact-reducing related to the project. Therefore, impacts related to generation of GHG emissions and consistency with State GHG reduction plans due to the project would be potentially significant and implementation of Mitigation Measure GHG-1 and GHG-2 would be required.

## GHG Emissions

GHG emissions associated with buildout under TO 2045 are provided for informational purposes. Operation of future development under the proposed project could generate GHG emissions associated with area sources, energy and water usage, vehicle trips, and wastewater and solid waste generation. Table 4.5-2 shows the estimated operational GHG emissions associated with full buildout of 7,871 units and 11,868 jobs for future development under the proposed project. As shown therein, annual emissions from the proposed project would be approximately 169,148 MT of CO<sub>2</sub>e per year. GHG emissions are identified for informational purposes.



**Table 4.5-2 Combined Annual Emissions of Greenhouse Gases**

<b>Emission Source</b>	<b>Annual Emissions (MT CO<sub>2</sub>e)</b>
<b>Operational</b>	
Area, Refrigerants	915
Energy	49,111
Mobile	112,326
Solid Waste	3,167
Water, Wastewater	6,795
<b>Total</b>	<b>169,148</b>

MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent  
 Source: Appendix B CalEEMod worksheets.

### **Mitigation Measures**

*GHG-1 Adopt and Implement a CEQA GHG Emissions Threshold*

The City shall adopt CEQA GHG Emissions thresholds of significance by the end of 2024 that is consistent with the CEAP for use in future CEQA GHG emissions analyses through 2030. In addition, upon completion of future CEAP updates and as necessary, the City shall update the CEQA GHG emissions threshold of significance to be consistent with each CEAP update.

*GHG-2 Adopt Thousand Oaks CEAP to Meet the State’s 2030 and 2045 GHG Emissions Goals*

The City shall draft and adopt the Thousand Oaks qualified CEAP by the end of 2024 to outline how Thousand Oaks will meet the State’s 2030 goal of 40 percent below 1990 emissions levels and 2045 goal of carbon neutrality. Implementation measures in the updated qualified CEAP to achieve the 2030 and 2045 goals may include, but are not limited to, the following:

- Develop and adopt Zero Net Emissions requirements for new and remodeled residential and non-residential development
- Develop and adopt a building electrification ordinance for existing and/or proposed structures
- Expand charging infrastructure and parking for EVs
- Implement carbon sequestration by expanding the urban forest and supporting regional open space protection
- Implement policies and measures included in the California 2022 Climate Change Scoping Plan, such as mobile source strategies for increasing clean transit options and zero-emissions vehicles by providing EV charging stations

### **Significance After Mitigation**

Implementation of Mitigation Measures GHG-1 and GHG-2 would ensure that development facilitated by the project after 2024 would be consistent with State emissions goals. However, individual projects that may occur prior to 2024 would not be guaranteed to be consistent with State emissions goals, nor are exact emissions reductions known at the time of adoption of TO2045. Until the CEAP and CEQA GHG thresholds are adopted, implementation of the project would not be

consistent with State GHG reduction plans. Therefore, the project's impacts related to GHG emissions would be significant and unavoidable.

#### 4.5.4 Cumulative Impacts

GHG and climate change are, by definition, cumulative impacts. The geographic scope for considering cumulative impacts related to GHG emissions is the state of California. Although GHG emissions have worldwide repercussions, the contribution of the project to the impact is addressed in light of the goals for reducing statewide emissions.

Statewide GHG emissions are an existing significant cumulative impact. As such, the State has established the following statewide emissions reductions targets:

- By 2020, reduce GHG emissions to 1990 levels
- By 2030, reduce GHG emissions to 40 percent below 1990 levels
- By 2045, reduce GHG emissions to 85 percent below 1990 levels

GHG impacts are assessed in a cumulative context since no single project can cause a discernible change to the climate. Therefore, cumulative significance is based on the same thresholds as the proposed project. In the absence of an adopted numeric threshold for the city of Thousand Oaks, the significance of the project's GHG emissions is based on project compliance with State reduction targets. In addition, consistency with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. GHG emissions from the operation of the proposed project are provided for informational purposes. As discussed in Impact GHG-1, the proposed project would implement energy and water conservation measures consistent with the latest Title 24 Building Energy Efficiency Standards (Part 6) and Green Building Standards (Part 11), aligned with statewide, regional, and local plans. The proposed project's objectives include meeting State targets for GHG emissions, infill and mixed-use development that would improve connectivity of land uses and promote the use of alternative modes of transportation. In addition, the project would implement bicycle and EV charging parking spaces consistent with the 2022 CalGreen Standards, which could potentially reduce the reliance of single motor vehicles. However, until the CEAP and a CEQA GHG threshold are adopted, implementation of TO2045 would not be consistent with State GHG reduction plans. As such, impacts from TO2045's GHG emissions would be significant and unavoidable, and the proposed plan would represent a cumulatively considerable impact related to GHG emissions. Therefore, the cumulative impact related to GHG emissions would be significant and unavoidable.

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## 4.6 Land Use and Planning

This section summarizes existing and planned land uses in the Planning Area and analyzes the potential impacts on land use and planning due to implementation of TO2045. The physical environmental effects associated with the proposed project, many of which pertain to land use compatibility (e.g., aesthetics, air quality, noise) are evaluated in other sections of this EIR. For example, potential impacts associated with noise on sensitive land uses are evaluated in Section 4.7, *Noise*.

### 4.6.1 Setting

#### a. Existing Land Use Pattern

Thousand Oaks is mainly built out with a total population estimated at approximately 124,439 persons, as of January 2022 (DOF 2022a), within an area of about 56 square miles or a total of approximately 37,300 acres of land. The primary land uses in the city are open spaces and residential uses. Commercial, industrial, and public or institutional uses are also present throughout the Planning Area. The approximate acreages of existing land use are shown in Table 4.6-1. Dominant land uses are discussed in greater detail below Table 4.6-1.

**Table 4.6-1 Existing Land Uses within the Planning Area**

Land Use	Planning Area Total	
	Acres	Percent of Total
Residential	11,403.7	30.5
Commercial	1,317.6	3.5
Industrial	661.3	1.8
Public/Institutional	1,169.0	3.1
Mixed-Use	9.2	0.0
Open Space	16,727.8	44.8
Water	73.0	0.2
Transportation/Utilities	517.0	1.4
Vacant	1,254.7	3.4
<b>Subtotal</b>	<b>33,133.3</b>	<b>88.7</b>
ROW (approximate)	4,225.3	11.3
<b>Total</b>	<b>37,358.6</b>	<b>100.0</b>

ROW = right-of-way

Numbers may not add due to rounding. Residential Common Areas (894 Acres in total) are included in Open Space

Source: City of Thousand Oaks 2020

## **Open Space**

Open space is the most prevalent land use in the Planning Area, occupying approximately 44.8 percent of the Planning Area. Approximately 88 percent of open space areas are accessible to the public. Most of the open space is managed by the Conejo Open Space Conservation Agency (COSCA), an agency formed via a Joint Powers Agreement by the City of Thousand Oaks and the CRPD to facilitate open space acquisition, management, and conservation and to coordinate land use and policy decisions. The city's open space areas include natural open hillsides, mountain views, parks, and public trails.

## **Residential**

Residential land uses are the second most prevalent land use, occupying approximately 30.5 percent of the Planning Area. Most of the residential development in the city is in the form of detached, single-family tract homes that are located in subdivisions built in the last half-century. Higher density housing occupies approximately 2 percent of the land uses and is generally concentrated adjacent to commercial areas along Thousand Oaks Boulevard, Moorpark Road, and Hillcrest Drive. This multi-family housing primarily consists of apartments, townhomes, condominiums, and duplex-style housing. Eight mobile home parks are also located in the city, all located in proximity to US 101.

## **Commercial**

Commercial development occupies approximately 3.5 percent of the Planning Area and is mostly clustered along US 101 on Thousand Oaks Boulevard, Newbury Road, Moorpark Road, Hampshire Road, Westlake Boulevard, and Hillcrest Drive. Commercial uses in this area include auto dealerships and service shops, restaurants, regional retail (i.e., department stores and shopping malls), hotels, offices, and personal services (e.g., salons). The City's largest commercial centers include the Thousand Oaks Auto Mall, The Oaks shopping center, and the Janss Marketplace, among others. Neighborhood-serving commercial uses, including grocery stores, personal services, restaurants, and small offices, are located at major intersections throughout the Planning Area, including the intersections of Avenida de Los Arboles and Erbes Road, Janss Road and Moorpark Road, and Kimber Road and Reino Road.

## **Industrial**

Industrial uses cover approximately 1.8 percent of the Planning Area and include biotechnology, warehouses, research and development facilities, offices, and manufacturing in buildings with large footprints. Many industrial uses are located near US 101. Other industrial areas include the Rancho Conejo Industrial Park in the western portion of the Planning Area, south of US 101 in Westlake Village, and south of US 101 on Old Conejo Road. Industrial uses in the city are often research and development facilities.

## **Public/Institutional**

Public-serving and institutional uses cover approximately 3.1 percent of the Planning Area, and include places of worship, the Los Robles Regional Medical Center, public and private schools, CLU, the Grant R. Brimhall Library, teen and adult centers, and the Civic Arts Plaza.

## **Vacant Land**

Vacant land covers approximately 3.4 percent of the Planning Area. Some of this land is considered undevelopable because of existing slope grades exceeding 25 percent; however, approximately 886 acres of vacant land could potentially be developed (City of Thousand Oaks 2020).

### 4.6.2 Regulatory Setting

#### **a. Federal Regulations**

There are no federal regulations pertaining to land use and planning that are applicable to the proposed project.

#### **b. State Regulations**

##### **General Plan Law (California Government Code Section 65300)**

California Government Code Section 65300 regulates the substantive and topical requirements of general plans. State law requires that each city and county adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning.” The California Supreme Court has called the general plan the “constitution for future development.” The general plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private.

##### **California Government Code Section 65301**

Section 65301 of the California Government Code requires a general plan to address the geographic territory of the local jurisdiction and any other territory outside its boundaries that bears relation to the planning of the jurisdiction. The jurisdiction may exercise their own judgment in determining what areas outside of its boundaries to include in the planning area. The State of California General Plan Guidelines denotes that the planning area for a city should include (at minimum) all land within city limits and all land within the City’s SOI.

##### **Government Code Section 65860(a)**

State law requires that zoning ordinances in a general law city or town be consistent with the general plan. A zoning ordinance is consistent with an adopted general plan only if the various land uses authorized by the zoning ordinance “are compatible with the objectives, policies, general land uses, and programs specified in such a plan” (Government Code Section 65860(a)). State law also provides that in the event a zoning ordinance becomes inconsistent with a general plan by reason of amendment to such a plan, the zoning ordinance must be amended within a reasonable time so that it is consistent with the general plan as amended (Government Code Section 65860(a)). The City of Thousand Oaks is a general law city and is, therefore, required to have zoning consistency.

##### **Cortese Knox Hertzberg Local Government Reorganization Act of 2000**

The 2000 Cortese Knox Hertzberg Local Government Reorganization Act (CKH Act) established procedures for local agency changes of organization, including city incorporation, annexation to a city or special district, and consolidation of cities or special districts (Section 56000 *et seq.*). Local Agency Formation Commissions (LAFCO) have numerous powers under the CKH Act, but the most important is the power to act on local agency boundary changes and to adopt SOIs for local

agencies. The law states that to update an SOI, LAFCOs are required to first conduct a review of the municipal services provided by the local agency. The CKH Act requires LAFCOs to update SOIs for every city and special district every 5 years. The original deadline was January 2006, 5 years following the CHK Act becoming State law. That deadline was extended 2 years to January 2008. Every SOI update must be accompanied by an update of the municipal services review.

## **California Code of Regulations, Title 14**

Title 14 of the California Code of Regulations, Division 1.5, Chapter 7, Subchapter 2, Article 5 contains fire safe regulations that guide fire-safe land use decisions for local jurisdictions. Section 1276.02 requires a local jurisdiction to identify ridgelines to reduce fire risk and improve fire protection and prohibits new residential units within or at the top of ridgelines. Section 1276.03 sets standards for local jurisdictions to determine the need and location for fuel breaks. Section 1276.03 states fuel breaks may be required at locations such as directly adjacent to defensible space, directly adjacent to roads, directly adjacent to hazardous land uses, and strategically located along ridgelines and in greenbelts. Section 1276.04 mandates a local jurisdiction which proposes a greenbelt locate the greenbelt as a separation between wildland fuels and structures.

### **c. Regional Regulations**

#### **SCAG's RTP/SCS**

SCAG's 2020 RTP/SCS is the companion long-range transportation and sustainability plan to the Regional Comprehensive Plan (RCP) that looks ahead to 2045 and provides a vision for the future of the regional multi-modal transportation system. The RTP/SCS is a long-range visioning plan that balances the region's projected future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS charts a course for closely integrating land use and transportation, so that the region can accommodate projected growth. It outlines more than \$638 billion in transportation system investments through 2045. In June 2020, SCAG received approval of the transportation conformity determination for the 2020-2045 RTP/SCS from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

AB 32, California's Global Warming Solutions Act of 2006, gave the CARB authority over sources of GHG emissions, including cars and light trucks. SB 375 was intended to help California achieve GHG reduction goals for cars and light trucks by changing land use patterns in tandem with regional and local transportation planning to generally reduce VMT which, in turn, reduces GHG emissions. SB 375 required that the RTP include an SCS that demonstrates how the SCAG Region will meet its GHG reduction CARB target. Therefore, there is a direct link between a local general plan being consistent with SCAG's 2020 RTP/SCS and GHG emission reduction.

The SCAG RTP/SCS vision for 2045 includes more compact development and seamless public transit options, including expanded bus and rail service. In this vision, people live closer to work, school, shopping and other destinations. Neighborhoods are more walkable and safer for bicyclists. Southern California's vast transportation network is preserved and maintained in a state of good repair, so that public tax dollars are not expended on costly repairs and extensive rehabilitation. Housing across the region is sufficient and affordable and meets forecasted demands of a growing population, largely due to natural increases.

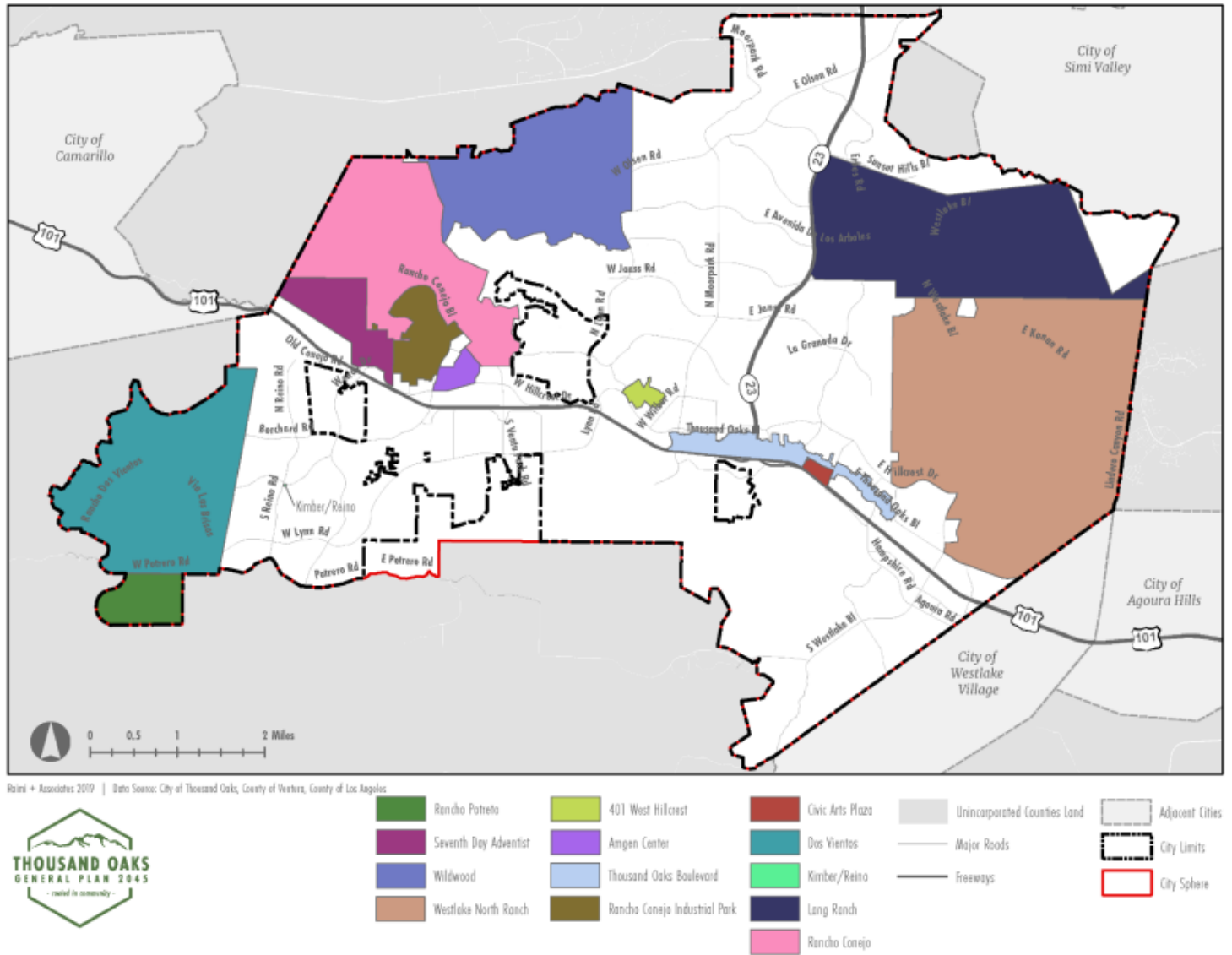
## **d. Local Regulations**

### **Existing Specific Plans**

There are 19 Specific Plans in the Planning Area. Specific Plans were developed with the intention of prescribing land uses and development patterns based on site-specific needs and characteristics. Though most Specific Plan areas are built out, there is potential for additional development in some Plan areas. Specific Plans areas are shown in Figure 4.6-1. Table 4.6-2 provides information about the development programs and status of each of the City's Specific Plans.



Figure 4.6-1 Specific Plans



**Table 4.6-2 Specific Plans**

Specific Plan	Date	Size (Acres)	Description	Implementation/Status
SP 1: Wildwood	1967	1,861	Plan for low density residential, public facilities, parks, and open space.	Implemented with amendments.
SP 2: Lang Ranch	1968	2,622	Plan for residential, parks and open spaces.	Not implemented. Lang Ranch later annexed to the City via SP 3.
SP 3: Lang Ranch	1968	2,622	Plan for residential, commercial, public facilities, and parks and open space.	Implemented, with amendments.
SP 4: Westlake North Ranch	1972	4,653	Plan for golf course, parks, open space, residential, schools and public facilities, and limited commercial.	Implemented, with amendments.
SP 7: Rancho Conejo	1983	1,862	Plan for residential, open space, industrial/office, public facilities, and park uses.	Implemented, with amendments.
SP 8, 9: Dos Vientos	1988	2,188	Plan for residential, limited commercial, school, public facilities, and open space.	Implemented, with amendments.
SP 11: Civic Arts Plaza	1989	24	Plan for a government center, performing arts center, public park, offices, and retail complex to serve as a centerpiece for Thousand Oaks.	Developed with Civic Center, performing arts center, and shopping center. The City-owned Westside area has opportunity to redevelop. The Downtown Core Master Plan (2018) provides an updated vision for the area around the site, including Thousand Oaks Boulevard. A campus Master Plan is currently in progress to re-envision the Civic Arts Plaza.
SP 13: Seventh Day Adventist	1997	451	Vision for retail, commercial, schools, industrial, and open space.	Implemented with amendments. The new Lowes/LA Fitness shopping center is the most recent development in this area. Some vacant areas remaining.
SP 15: Rancho Conejo Industrial Park	1983	349	Plan for industrial and related development.	Implemented with amendments. Some vacant lots remaining.
SP 16: Amgen Center	1994	103	Plan for a campus-like corporate headquarters for biotechnology research and development.	Implemented with amendments.
SP 17: 401 West Hillcrest Drive	1997	62	Plan for the area including "Firework Hill" and the City's first Civic Center.	Partially implemented. SP 17 has been implemented. Arts Center, Conejo Parks and Recreation District, and the National Park Service have facilities on site.
SP 18: Kimber/Reino	1999	0.6	Plan for limited commercial development that is compatible with adjacent residential areas.	Implemented.

Specific Plan	Date	Size (Acres)	Description	Implementation/Status
SP 19: Rancho Potrero	2007	326	The City of Thousand Oaks, Conejo Recreation and Park District, and the Mountains Recreation and Conservation Authority purchased the land in 1993.	This is open space and an equestrian center.
SP 20: Thousand Oaks Boulevard	2011	346	Plan for mixed-use (retail, office, commercial, and residential) development. Vision to create a unique commercial corridor for Thousand Oaks that is economically viable, self-sustainable, and pedestrian friendly.	Implemented with amendments.
SP 21* Daylight	2021		Plan for mixed-use development on approximately 9.68 acres consisting of 218 multifamily units (26 affordable) and 120 room hotel and adaptive reuse of historic landmark.	Not implemented
SP 22* Thousand Oaks Ranch	2022		Plan for mixed-use development on approximately 10.97 acres consisting of 420 residential units (50 affordable) and 15,000 square feet of retail/commercial uses and 1.3 acres of open spaces.	Not implemented
SP 23* The Oaks	2022		Plan for 264-unit (34 affordable) multi-family development on 8.8 acres and 34.1 acres of industrial offices (existing).	Not implemented
SP 24* Latigo Hillcrest	2023		Plan for mixed use development on approximately 8.2 acres consisting of 333 apartments (28 affordable), 5,300 square feet of commercial space and a variety of open space areas.	Not implemented

SP = Specific Plan

\* = Not mapped on Figure 4.6-1

Source: Thousand Oaks 2020

### **Downtown Core Master Plan (2018)**

The Downtown Core Master Plan (Plan), adopted in April 2018, focuses on a half-mile section of Thousand Oaks Boulevard, between Erbes Road and Conejo School Road. This 68-acre area includes the city’s Civic Arts Plaza with City Hall and theatres, Gardens of the World, The Lakes shopping center and other uses including retail, office, single-family residential, restaurants, and an assisted living facility. The City owns 27.5 acres, a sizeable portion of the Plan Area, located almost entirely on the south side of Thousand Oaks Boulevard. These assets are key building blocks for the creation of a downtown which is envisioned as a robust, walkable, and entertainment-oriented center of activity in the Conejo Valley. The Plan envisions additional commercial, civic and non-profit uses, retail, restaurants, improved pedestrian connections, a Town Square in front of Civic Arts Plaza for

cultural and event programming, and active mixed-use frontages along Thousand Oaks Boulevard (Thousand Oaks 2020).

### **Ridgeline Study (1988)**

The Ridgeline Study (Study), updated in 1988, identifies ridgelines within and surrounding the Conejo Valley and proposes actions to control or restrict development on prominent ridgelines. The Study identifies ways the City can control ridgeline development, including through public ownership of ridgelines, designating ridgelines as open space in specific plans, instituting zoning controls, and requiring site planning techniques that reduce visual impacts of development. The Study identified ridgelines that should remain as public open space and ridgelines that could potentially be developed. As of 2019, some ridges south of US 101, near the Arroyo Conejo Open Space Area, and in the western part of the Planning Area have been developed (Thousand Oaks 2020). A future Ridgeline Study update or Municipal Code update to the Protected Ridgeline Overlay Zone would include reference to Fire Safe regulations regarding fuel breaks, greenbelts and ridgelines.

### **City of Thousand Oaks Zoning Ordinance**

Zoning is the primary tool used to implement a community's general plan. A major difference between a general plan and zoning ordinance is that the general plan provides general guidance on the location, type, and density of new growth and development over the long-term, while the zoning ordinance provides detailed development and use standards for each parcel of land. The zoning ordinance divides the community into zoning districts and specifies the uses that are permitted, conditionally permitted, and in some instances, which uses are specifically prohibited within each district.

Typically, a zoning ordinance consists of text and a map delineating districts for such basic land uses as residential, commercial, and industrial, and establishing special regulations for historic preservation, floodplains, hillside development, and other specific concerns. For each of the basic land uses, the zoning ordinance text typically includes an explanation of the purpose of the zoning district, a list of principals permitted and conditionally permitted uses, and standards for minimum lot size, density, height, lot coverage, setback, and parking. The zoning ordinance also typically describes procedures for processing discretionary approvals.

The Thousand Oaks Zoning Ordinance includes 21 zoning districts and two overlay zones. Each district has developed standards that are designed to protect and promote the health, safety, and general welfare of the community and to implement the policies of the General Plan. The zoning districts only apply to land within city limits, and the standards serve to preserve the character and integrity of existing neighborhoods. Within a typical district there are regulations related to land use, lot size, coverage, building heights, parking, and landscaping.

The 21 zoning districts and two overlay zones established by the Thousand Oaks Zoning Ordinance are listed below.

- **Residential**
  - Hillside Planned Development Zone (H-P-D)
  - Rural-Agricultural Zone (R-A)
  - Rural-Exclusive Zone (R-E)
  - Single-Family Estate Zone (R-O)
  - Single-Family Residential Zone (R-1)
  - Two-Family Residential Zone (R-2)
  - Multiple-Family Residential Zone (R-3)
  - Residential Planned Development Zone (R-P-D)
  - Trailer Park Development Zone (T-P-D)
- **Commercial**
  - Commercial Office Zone (C-O)
  - Neighborhood Shopping Center Zone (C-1)
  - Highway and Arterial Business Zone (C-2)
  - Highway and Arterial Business/Civic Center Zone (C-2/CC)
  - Highway and Arterial Business/Auto Mall Zone (C-2/AM)
  - Community Shopping Center Zone (C-3)
  - Regional Shopping Center Zone (C-4)
- **Industrial**
  - Industrial Park Zone (M-1)
  - Light Manufacturing Zone (M-2)
- **Public, Open Space, and Other**
  - Open Space Zone (O-S)
  - Public, Quasi-Public, and Institutional Lands and Facilities Zone (P-L)
  - Specific Plan (SP)
- **Overlay Zones**
  - Height Limit Overlay Zone (H)
  - Historic Landmark Overlay Zone (HL)

### 4.6.3 Impact Analysis

#### a. Methodology and Significance Thresholds

##### **Methodology**

To determine the proposed project’s potential to conflict with an applicable land use plan, policy, or regulation, the discussion of land use and planning impacts in this section of the EIR analyzes the proposed project’s consistency with City and SCAG plans and policies related to land use. Adoption of the proposed project would result in a potentially significant land use impact only if the proposed project would conflict with one or more applicable land use plans, policies, or regulations of the City

or SCAG previously adopted for the purpose of avoiding or mitigating a regionally significant environmental impact. In general, SCAG incorporates well-established city-level general plans in its regional plans and actions. As long as a proposed local general plan is largely consistent with the most recently adopted SCAG plans or policies, adoption of an updated local general plan does not result in environmental impacts that are considered significant. SCAG ultimately has the discretion to determine consistency of the proposed project with the policies, plans, and/or programs that fall within that agency's purview.

### Significance Thresholds

According to *CEQA Guidelines* Appendix G, impacts related to land use and planning would be potentially significant if the project would:

1. Physically divide an established community; and/or,
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

### b. Project Impacts and Mitigation Measures

<b>Threshold 1:</b> Would the project physically divide an established community?
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**Impact LU-1 THE PROPOSED PROJECT RETAINS AND CONTINUES THE PLANNING AREA'S EXISTING STREET SYSTEM AND PROTECTS ITS ESTABLISHED COMMUNITIES. IT WOULD THEREFORE NOT DIVIDE AN ESTABLISHED COMMUNITY, AND IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

Comparison of the proposed project land use map in Figure 2-1 to the City's current land use map shown in the Land Use and Community Design Existing Conditions Report (City of Thousand Oaks 2020) shows that the proposed project retains and continues the Planning Area's existing pattern of arterial highways and established communities in Thousand Oaks. The proposed project includes several goals to protect established communities and existing street patterns, which includes:

**Goal LU-1:** Create a land use pattern of development that preserves existing neighborhoods while providing opportunities for targeted infill projects in strategic locations to enhance the quality of life, preserve the natural environment, and ensure the long-term fiscal viability of Thousand Oaks.

**Goal LU-2:** Preserve and enhance existing neighborhoods throughout the City.

**Goal M-1:** Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.

**Goal M-5:** Create and maintain a transportation system that fosters vibrant commercial centers and economic resiliency.

Therefore, the proposed project would not divide an established community, but rather is intended to enhance existing established communities. Impacts would be less than significant.

### Mitigation Measures

No mitigation measures are required.

**Threshold 2:** Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

**Impact LU-2** BECAUSE THE PROPOSED PROJECT AND ITS POLICIES ARE CONSISTENT WITH SCAG'S 2020 RTP/SCS AND OTHER APPLICABLE PLANS, THE PROPOSED PROJECT WOULD NOT CONFLICT WITH APPLICABLE LAND USE PLANS, POLICIES, OR REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

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## SCAG 2020 RTP/SCS

The RTP/SCS is a planning and strategy document with a focus on integrating major regional transportation infrastructure investments with land use planning. For cities like Thousand Oaks that are largely continuing their existing land uses, development patterns, and transportation infrastructure, the RTP/SCS largely incorporates local land use plans provided to SCAG by local jurisdictions during development of the RTP/SCS.

The 2020 RTP/SCS has identified strategies, which are intended to guide and support member jurisdictions implement policies that achieve and advance the regional growth vision of the RTP/SCS. They are:

1. Focus growth near destinations and mobility options
2. Promote diverse housing choices
3. Leverage technology innovations
4. Support the implementation of sustainability policies
5. Promote a green region

The proposed project does not conflict with these strategies for the following reasons.

- **Strategy 1:** The project proposes development patterns in specific focus areas of growth that would support well-connected mobility and complete streets through the redesigning of key boulevards and neighborhoods, such as The Oaks Mall and Janss Marketplace, Rancho Conejo, and Thousand Oaks Boulevard to be constructed and operated as multi-modal boulevards or higher density neighborhoods.
- **Strategy 2:** The proposed project encourages a variety of housing types developed at a range of densities to serve varying household types and affordability levels.
- **Strategy 3 and 4:** The 2020 RTP/SCS states that it supports improving access to services through technology. The proposed project aims to meet State-established GHG emissions, energy use, water use, and recycling targets, all of which would require use of technology innovations and implementation of sustainability policies.
- **Strategy 5:** The proposed project encourages maintenance of the open space around the city, preservation and expansion of the existing urban forest and network of parks/trails. The proposed project includes several goals and policies in the Conservation Element and Community Facilities and Services Element to maintain adequate air quality, ensure a sustainable water supply, promote water conservation, promote recycling, and maintain adequate surface and groundwater quality standards.

Each of the topics listed above, other than those related to land use, is addressed in other sections of this EIR. Growth near destinations and mobility options is discussed in Sections 4.2, *Air Quality*,

4.5, *Greenhouse Gas Emissions*, 4.7, *Noise*, and 4.11, *Transportation*. Technology innovations, sustainability policies, and promotion of a green region are discussed in Sections 4.2, 4.5, and 4.7. Other sustainability targets are discussed in Section 4.12, *Utilities and Service Systems*, and under Energy in Section 4.14, *Effects Found Not to be Significant*. Therefore, the review below is focused on land use, with the acknowledgement that land use is inherently a major factor in the other listed topics.

Local consistency with RTP/SCS land use usually leads to consistency with the other RTP/SCS components that are based, to some extent, on underlying current and future land uses. The proposed project would focus on the preservation and maintenance of its housing stock, expanding higher density and multi-family housing, and creating a diversity of housing types and affordability levels. Additionally, the City would continue programs that identify adequate and sufficient sites for additional residential development aimed at meeting needs of lower-income households, special-needs populations, and regional housing needs. One of the objectives of the proposed project is to meet the 2021-2029 RHNA of 2,261 dwelling units. Future RHNA planning cycles would require the City to update its Housing Element for the post-2029 period. Future Housing Element updates would be subject to subsequent CEQA review and are beyond the scope of this EIR. The proposed project includes the policies in the Land Use Element listed below and associated implementation actions, which would support accommodating the City's RHNA:

- **Policy 1.2: Complete Community.** Strive to maintain a diverse and balanced mix of uses in the City, so that Thousand Oaks is a “complete community” with a diversity of housing for all stages of life and income levels; improved alignment of educational attainment opportunities with high-paying employment opportunities, open space, public facilities that meet residents’ needs, and retail and services to support daily life.
- **Policy 1.3: Balance Character and Infill.** Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the City.
- **Policy 1.4: Infill Locations.** Focus most new development in areas identified in the “Areas-Specific Guidance.”
- **Policy 1.5: Mixed-Use Development.** Allow mixed-use developments, consistent with the General Plan land use map, to support a healthy jobs/housing balance, promote walkability, and increase economic vibrancy.
- **Policy 3.1: Diversity of Housing.** Promote a diversity of housing types in locations throughout the City, specifically in neighborhood areas that contain goods and services, parks and open space, and public schools in a walkable setting.
- **Policy 3.2: Housing for Different Life Stages and Incomes.** Encourage new housing types for all residents including young professionals, older adults, and middle- and low-income families.
- **Policy 3.3: Intergenerational Supportive Housing.** Support extended family living within single-family neighborhoods through modifications to existing homes.
- **Policy 3.4: Aging in Place.** Promote development of housing types that support opportunities to age in place.
- **Policy 3.5: Housing for Special Needs.** Support housing for older adults, special needs groups (including those with developmental disabilities), and non-traditional family groups by allowing a diverse range of housing configurations and universally accessible design features.



- **Implementation Action LU-A.2: Create New Mixed-Use Zoning District.** Following the adoption of the General Plan, create a new mixed-use zoning district, including performance standards for infill development on parking lots and commercial structures.
- **Implementation Action LU-A.3: Inclusionary Housing Program.** Adopt and implement an Inclusionary Housing Program.

Several areas have been identified as key districts and centers where the private market, non-profits, and/or City-initiated projects could lead to reuse and conversion of properties in response to market demand or for various public and semipublic purposes. These areas include Rancho Conejo, which has two existing specific plans and includes vacant land available for development. Moorpark Road and West Thousand Oaks Boulevard is a commercial area primed for mixed-use residential development. Development in Downtown, which contains underdeveloped and vacant lots, is guided by the Downtown Core Master Plan and has potential to better utilize existing mixed-use, residential, and commercial lots. Westlake/East End is a mixed-use neighborhood, which is poised for growth for the first time since the 1990s. Potential site contamination, including cleanup of sites, if necessary, would be addressed through regulations described in Chapter 4.14, *Effects Found Not to be Significant* under *Hazards and Hazardous Materials* of this EIR.

With implementation of these plans and policies, the proposed project would be consistent with the SCAG 2020 RTP/SCS, and this impact would be less than significant.

#### *City of Thousand Oaks Specific Plans and Studies*

The City of Thousand Oaks has multiple specific plans outlined in Section 4.6.2, *Regulatory Setting*. They are more specific than the underlying zoning requirement and define the permitted land uses and development standards for the unique characteristics of the planning area for each specific plan. The proposed project has been designed to be consistent with the City's specific plans.

Although the proposed project would be generally consistent with the City's existing specific plans, upon adoption of the proposed project, the City would review its currently adopted specific plans and revise them where necessary to reflect changes made in the proposed project, such as land use, density/intensity, design, and development. State law requires all area and specific plans to be consistent with the general plan. As with the zoning ordinance, the statutes allow a "reasonable" time for these modifications, which the courts have generally interpreted to be 1 year from the date of general plan adoption. The proposed project also recognizes the existing land uses established by specific plans, reducing the potential of a conflict between the proposed project and existing specific plans. Therefore, implementation of the proposed project would accommodate existing land uses designated by the City's specific plans, and this impact would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

#### 4.6.4 Cumulative Impacts

The cumulative impacts assessment for land use and planning evaluates the potential for cumulative projects to conflict with land use plans and policies in such a way that the environmental impact of these conflicts when combined with impacts of the proposed project would be significant. The cumulative impacts assessment area consists of the city of Thousand Oaks and its SOI. This is an appropriate geographic scope for the cumulative analysis, because the Planning Area occurs entirely within these areas and therefore cannot possibly conflict with land use plans and policies of jurisdictions outside Thousand Oaks and its SOI, including applicable regional plans.

Due to the programmatic nature of the proposed 2045 General Plan, a project-level analysis of land use impacts is not feasible. The cumulative analysis of land use and planning impacts uses development facilitated by the implementation of the 2045 General Plan as a guide. The cumulative impacts of the 2045 General Plan would not physically divide established neighborhoods and communities, because there are no linear infrastructure projects, such as new freeways, which present barriers to crossing or buried gas pipeline, which are often fenced and prohibit movement. TO2045 facilitates infill and strategic development that grows alongside existing land uses. TO2045 contains goals and policies that support a connected network of pedestrian and bicycle facilities that connects neighborhoods and communities in Thousand Oaks. Because the 2045 General Plan would not divide established neighborhoods or communities and would connect cumulative projects with established neighborhoods or communities, it would not cumulatively contribute to impacts associated with dividing communities.

As discussed in this chapter, the proposed project is consistent with SGAG's regional policies including those in the 2020 RTP/SCS and the 2008 RCP. These SCAG policies in turn apply to local jurisdictions throughout the SCAG region and address the cumulative land use and planning impacts of future development across the region. Accordingly, the cumulative impact would be less than significant. The impact of TO2045 would not be cumulatively considerable.

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## 4.7 Noise

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This section describes the existing conditions related to noise and vibration in the Planning Area, as well as the regulatory framework. This section also evaluates the possible impacts related to noise and vibration that could result from implementation of TO2045. Information included in this section is based on TO2045, as well as transportation volume data drawn from Iteris, included as Appendix D to this EIR.

### 4.7.1 Setting

#### a. Fundamentals of Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and in the extreme, hearing impairment (Caltrans 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels, so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dBA; dividing the energy in half would result in a 3 dBA decrease (Caltrans 2013).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy), that a change of 5 dBA is readily perceptible, and that an increase (or decrease) of 10 dBA sounds twice (half) as loud (Caltrans 2013).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner by which noise declines with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result simply from the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013).

Noise levels may also be reduced by intervening structures. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5 dBA reduction in source noise levels at the receiver.

## Noise Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs, its frequency, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed.

One of the most frequently used noise metrics that considers both duration and intensity is the equivalent noise level ( $L_{eq}$ ). The  $L_{eq}$  is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically,  $L_{eq}$  is equivalent to a 1-hour period, even when measured for shorter durations, as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady.  $L_{max}$  is the highest root mean square (RMS) sound pressure level within the sampling period, and  $L_{min}$  is the lowest RMS sound pressure level within the measuring period. Normal conversational levels at three feet are in the 60- to 65-dBA  $L_{eq}$  range and ambient noise levels greater than 65 dBA  $L_{eq}$  can interrupt conversations (FTA 2018).

Noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level ( $L_{dn}$  or DNL), which is a 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by DNL and CNEL usually differ by about 0.5 dBA and are, therefore, generally considered to be interchangeable.

### b. Overview of Groundborne Vibration

In environmental analysis, groundborne vibration of concern consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation comprises the vibration frequency, described in terms of hertz. The frequency of a vibrating object describes how rapidly it oscillates. Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration.

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 hertz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is impacted by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level.

However, under rare circumstances, the ground-to-foundation coupling may amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV). The PPV is normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration and other construction activity because it is related to the stresses that are experienced by buildings (Caltrans 2020). Table 4.7-1 summarizes the vibration damage criteria recommended by the FTA for evaluating the potential for architectural damage to buildings.

**Table 4.7-1 Criteria for Vibration Damage Potential**

<b>Building Category</b>	<b>PPV (in/sec)</b>
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Nonengineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

in/sec = inches per second; PPV = peak particle velocity  
 Source: FTA 2018

**c. Sensitive Receivers**

Noise-sensitive receptors are land uses that are considered more sensitive to noise than others. Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The City defines noise sensitive receivers as residences, hospitals, schools, and places of worship.

**d. Existing Noise Conditions and Sources**

The predominant source of noise in Thousand Oaks, as in most communities, is motor vehicles. Thousand Oaks is not subject to high-noise levels from major noise sources such as heavy industry, airports, railroads, and military installations. Motor vehicle noise is of concern, because it is characterized by a high number of individual events, which often creates a sustained noise level and because of its proximity to noise-sensitive uses. Roadways with the highest traffic volumes and speeds produce the highest noise levels. Traffic along US 101 and SR 23, and major arterials such as Westlake Boulevard, Thousand Oaks Boulevard, Lynn Road, Hillcrest Drive, and Moorpark Road are sources of noise that affect noise-sensitive land uses, such as residential neighborhoods, schools, churches, hospitals, and nursing homes. In order to characterize existing noise conditions in the city, 22 sound level measurements were taken in various locations throughout the city on August 27, 2019, February 22, 2022, and April 6, 2023. Sound level measurements were taken with an Extech 407780A sound level meter, which satisfies the American National Standards Institute (ANSI) standard for Type 2 instrumentation. The sound level meter was equipped with a windscreen during measurements. The sound level meter was set to “slow” response and “A” weighting (dBA). The meter was calibrated before and after the monitoring period. All measurements were at least five feet above the ground and away from reflective surfaces. Table 4.7-2 identifies the sound level measurement locations and measured noise levels. Figure 4.7-1 shows the approximate noise measurement locations. As shown in Table 4.7-2, noise levels are highest adjacent to freeways, highways and arterial roadways.

**Table 4.7-2 Noise Level Measurement Results**

Measurement Location		Primary Noise Source	Sample Times	L <sub>eq</sub> (dBA)	L <sub>max</sub> (dBA)
NM-1	Rancho Conejo Boulevard between Teller Road and West Hillcrest Drive	Traffic along Rancho Conejo Boulevard	7:08 – 7:23 p.m.	65	77
NM-2	South Reino Road between Kimber Drive and Maurice Drive	Traffic along South Reino Road	8:00 – 8:15 p.m.	69	81
NM-3	Old Conejo Road between Lois Avenue and North Wendy Drive	Traffic along US 101	7:35 – 7:50 p.m.	71	87
NM-4.	Lynn Road between Camino Manzanas and Portofino Place	Traffic along Lynn Road	4:26 – 4:41 p.m.	72	81
NM-5.	East Hillcrest Drive between North Moorpark Road and Hodencamp Road	Traffic along East Hillcrest Drive	5:29 – 5:44 p.m.	70	86
NM-6.	Janss Road between North Moorpark Road and Montgomery Road	Traffic along Janss Road	4:58 – 5:12 p.m.	75	84
NM-7.	North Moorpark Road between Thousand Oaks High School and Calle Entrar	Traffic along North Moorpark Road	3:02 – 3:17 p.m.	71	80
NM-8.	Olsen Road between Calle Contento and Erbes Road	Traffic along Olsen Road	10:12 – 10:27 a.m.	68	81
NM-9.	SR 23 North between Bridgegate Street and Triunfo Canyon Road	Traffic along SR 23 North	6:31 – 6:46 p.m.	68	86
NM-10.	Rolling Oaks Drive between South Moorpark Road and Los Padres Drive	Traffic along US 101	6:00 – 6:15 p.m.	64	75
NM-11.	Golf Course Drive between Royal Saint George Drive and Tam O Shanter Drive	Traffic along Golf Course Drive	11:27 – 11:42 a.m.	52	71
NM-12.	Thousand Oaks Boulevard between Fairview Road and Hampshire Road	Traffic along Thousand Oaks Boulevard and US 101	1:53 – 2:08 p.m.	66	78
NM-13.	East Avenida de las Flores between SR 23 North and Bamboo Court	Traffic along SR 23 North and East Avenida de las Flores	10:47 – 11:02 a.m.	61	76
NM-14.	North Westlake Boulevard between Valley Spring Drive and Cresthaven Drive	Traffic along Westlake Boulevard	1:07 – 1:22 p.m.	72	86
NM-15.	West Janss Road between Lynnmere Drive and Hopewell Court	Traffic along Lynnmere Drive	3:46 – 4:01 p.m.	51	72
NM-16	Lynn Road	Traffic along Lynn Road	10:06 – 10:21 a.m.	68	82
NM-17	Hillcrest Drive between Citation Way and Kalinda Plance	Traffic along US 101 and Hillcrest Drive	6:00 – 6:15 a.m.	73	88
NM-18	Walnut Grove Park	Traffic along US 101	6:26 – 6:41 a.m.	70	73
NM-19	Fox Ridge Drive between Quails Trail and Hunters Point Drive	Traffic along US 101	6:51 – 7:06 a.m.	62	67
NM-20	Intersection of Hillcrest Drive and Erbes Road	Traffic along Hillcrest Drive and Erbes Road	7:29 – 7:44 a.m.	70	90
NM-21	Conejo Creek Park South	Traffic along US 101	8:02 – 8:17 a.m.	58	62

Measurement Location	Primary Noise Source	Sample Times	L <sub>eq</sub> (dBA)	L <sub>max</sub> (dBA)
NM-22 Whitecliff Road between Sussex Circle and Dorchester Street	Traffic along US 101	8:35 – 8:50 a.m.	60	70

dBA = decibel using A-weighted sound pressure level; NM = Noise Measurement

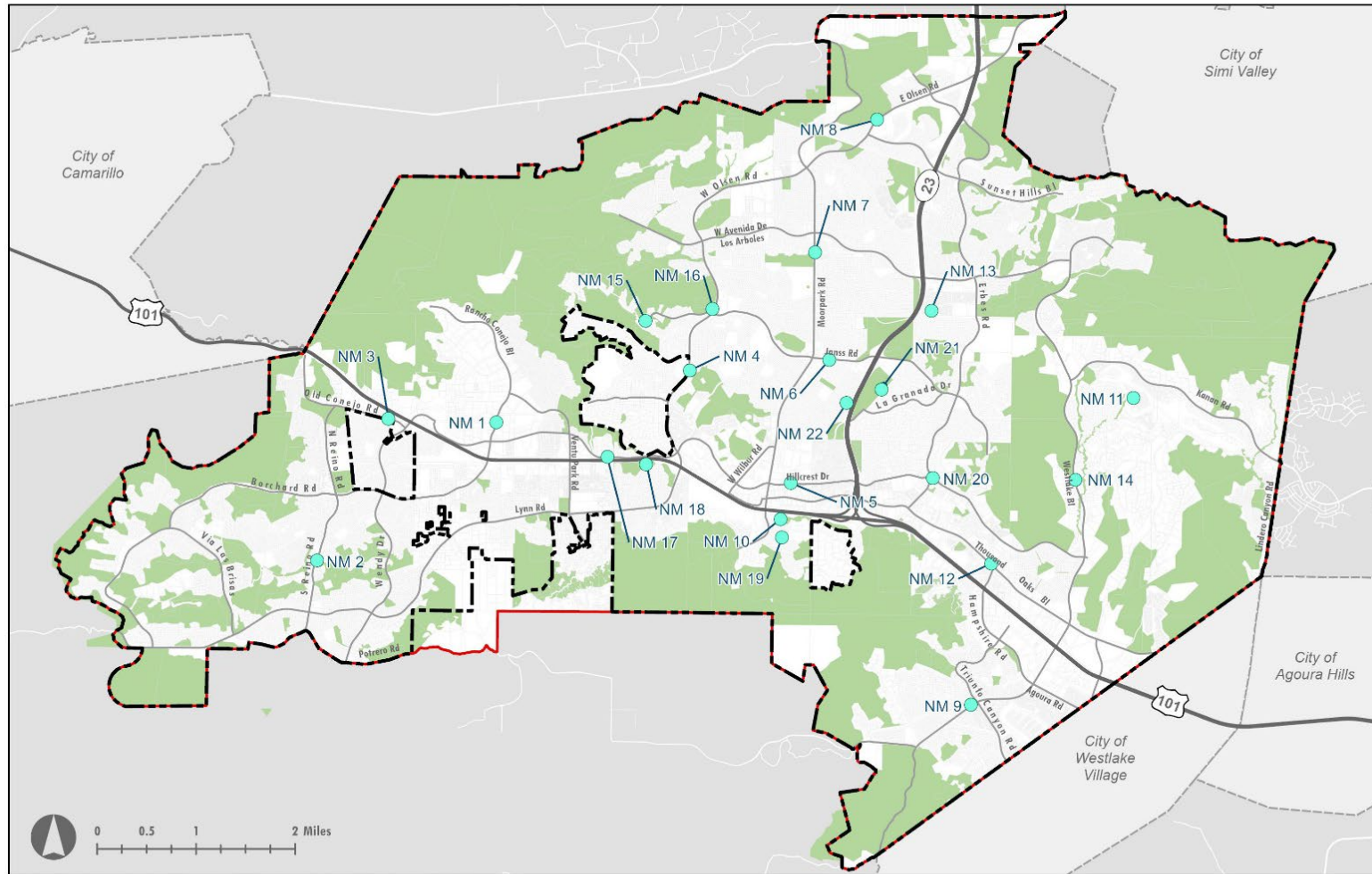
L<sub>eq</sub> is the energy average noise level over a period of time and is one of the most frequently used noise metrics that considers the noise level over time.

L<sub>max</sub> is the highest root mean square sound pressure level within the measuring period.

To characterize ambient sound levels throughout the City, 15 minute sound level measurements were conducted on August 28, 2019, February 21, 2022, and April 6, 2023. The sound meter was calibrated prior to measurements.



Figure 4.7-1 Noise Level Measurement Locations



Raimi + Associates 2023 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles

- City Limits
- City Sphere
- Noise Measurement Locations
- Major Roads
- Freeways
- Parks and Open Space
- Unincorporated Counties Land
- Adjacent cities

Table 4.7-3 provides existing roadway vehicle noise levels a distance of 50 feet from roadway segments in the Planning Area. Traffic noise modeling data are contained in Appendix C. Figure 4.7-2 shows the existing 60, 65, and 70 dBA CNEL noise contours from roadways and highways in the planning area.

**Table 4.7-3 Existing Traffic Noise Levels Along Roadway Segments**

Roadway	Segment	Existing ADT	Existing Traffic Noise Level at 50 feet (dBA CNEL)
Moorpark Road	Santa Rosa Road to Olsen Road	13,490	67.6
Moorpark Road	Olsen Road to Avenida de Los Arboles	14,970	68.3
Moorpark Road	Avenida de Los Arboles to Avenida de Las Flores	17,470	69.0
Moorpark Road	Avenida de Las Flores to Janss Road	23,530	70.5
Moorpark Road	Janss Road to Wilbur Road	25,865	70.9
Moorpark Road	Wilbur Road to Hillcrest Drive	17,220	67.0
Moorpark Road	Hillcrest Drive to Thousand Oaks Boulevard	27,190	69.3
Moorpark Road	Thousand Oaks Boulevard to US 101	30,900	70.0
Moorpark Road	South of US 101	17,990	67.7
Olsen Road	North City Boundary to SR 23	24,690	72.0
Olsen Road	SR 23 to Erbes Road	23,980	71.7
Olsen Road	Erbes Road to Sunset Hills Boulevard	17,770	70.4
Olsen Road	Sunset Hills Boulevard to Moorpark Road	24,170	71.8
Olsen Road	Moorpark Road to Avenida De Los Arboles	16,800	70.2
Lynn Road	Janss Road to Camino Dos Rios	26,030	70.9
Lynn Road	Camino Dos Rios to Hillcrest Drive	34,380	72.2
Lynn Road	Hillcrest Drive to US 101	28,990	72.0
Lynn Road	US 101 to Ventu Park Road	15,750	70.4
Lynn Road	Ventu Park Road to Wendy Drive	17,693	71.1
Lynn Road	Wendy Drive to Reino Road	12,950	69.8
Lynn Road	Reino Road to Via Las Brisas	12,860	69.6
Erbes Road	Sunset Hills Boulevard to Pederson Road	13,020	67.2
Erbes Road	Pederson Road to Avenida De Los Arboles	20,680	69.2
Erbes Road	Avenida de Los Arboles to Avenida de Las Flores	16,380	68.2
Erbes Road	Avenida de Las Flores to Janss Road	17,410	68.4
Erbes Road	Janss Road to Hillcrest Drive	15,420	67.9
Erbes Road	Hillcrest Drive to Thousand Oaks Boulevard	8,720	64.1
Westlake Boulevard	Avenida De Los Arboles to Kanan Road	22,310	71.6
Westlake Boulevard	Kanan Road to Hillcrest Drive	16,670	70.5
Westlake Boulevard	Hillcrest Drive to Thousand Oaks Boulevard	23,030	72.9

City of Thousand Oaks  
**2045 General Plan Update**

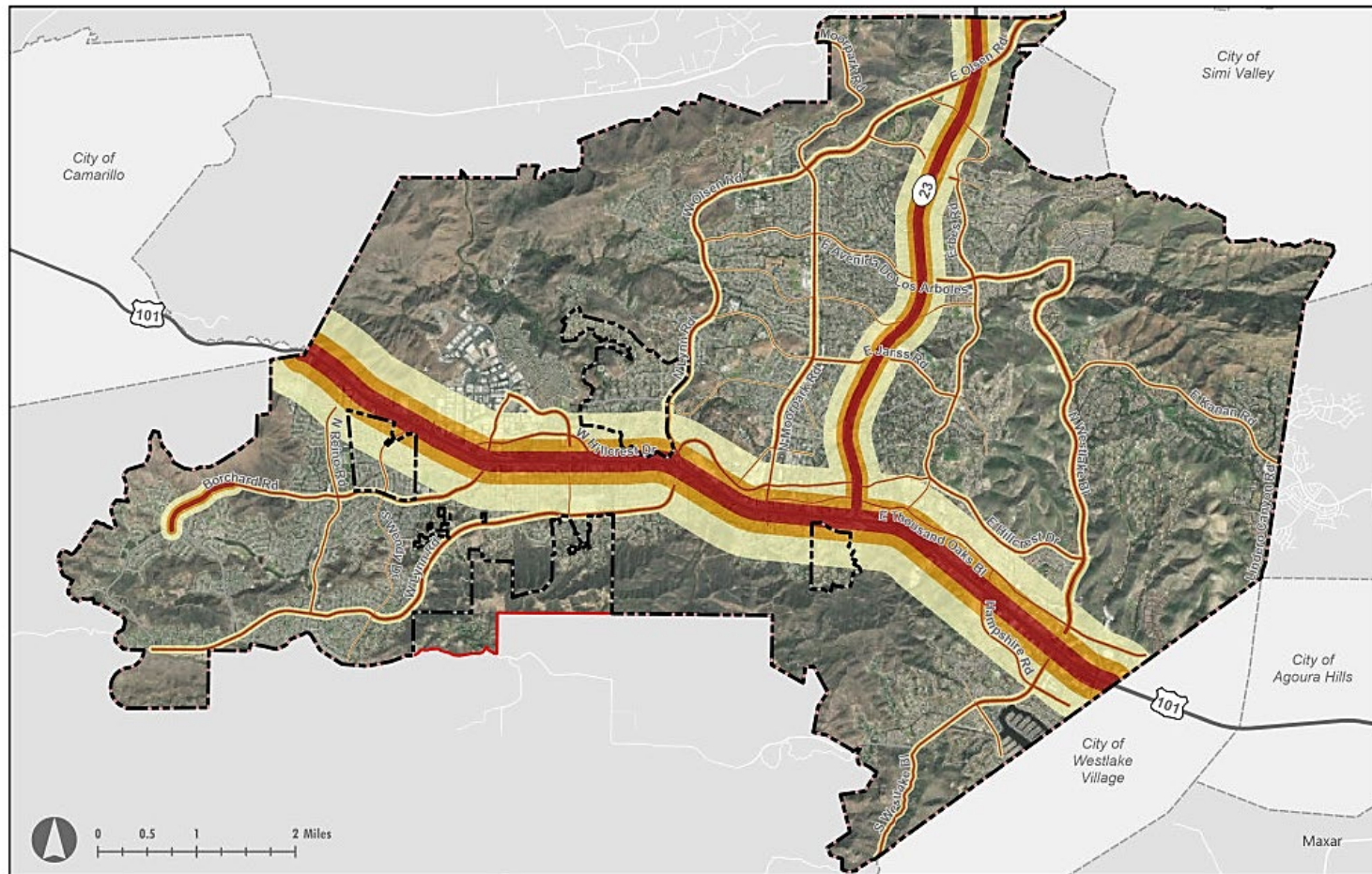
Roadway	Segment	Existing ADT	Existing Traffic Noise Level at 50 feet (dBA CNEL)
Westlake Boulevard	Thousand Oaks Boulevard to US 101	32,860	74.2
Westlake Boulevard	US 101 to Agoura Road	20,070	70.5
Westlake Boulevard	Agoura Road to Triunfo Cyn Road	21,360	70.5
Westlake Boulevard	Triunfo Cyn Road to Potrero Road	14,930	68.7
Kanan Road	Westlake Boulevard to East City Boundary	10,986	66.8
Hampshire Road	Thousand Oaks Boulevard to US 101	11,950	65.2
Hampshire Road	US 101 to Westlake Boulevard	11,950	67.6
Agoura Road	Westlake Boulevard to East City Boundary	18,280	69.5
Triunfo Canyon Road	Westlake Boulevard to East City Boundary	8,320	66.0
Ventu Park Road	Rancho Conejo Boulevard to Hillcrest Drive	19,630	70.1
Ventu Park Road	Hillcrest Drive to US 101	22,260	71.7
Ventu Park Road	US 101 to Lynn Road	5,480	62.9
Rancho Conejo Boulevard	Ventu Park Road to Amgen Center Drive	10,456	68.3
Rancho Conejo Boulevard	Amgen Center Drive to Hillcrest Drive	10,456	68.6
Rancho Conejo Boulevard	Hillcrest Drive to US 101	26,010	71.8
Borchard Road	US 101 to Wendy Drive	22,552	71.2
Borchard Road	Wendy Drive to Reino Road	15,970	70.1
Borchard Road	Reino Road to Via Las Brisas (eastern half)	12,480	69.2
Borchard Road	Reino Road to Via Las Brisas (western half)	12,480	76.0
Reino Road	Old Conejo Road to Borchard Road	12,480	66.1
Reino Road	Borchard Road to Maurice Drive	10,690	66.8
Reino Road	Maurice Drive to Lynn Road	10,690	66.8
Wendy Road	US 101 to Borchard Road	12,190	65.1
Janss Road	Lynn Road to Moorpark Road	7,460	62.9
Janss Road	Moorpark Road to SR 23	19,180	68.6
Janss Road	SR 23 to Erbes Road	15,630	67.1
Hillcrest Drive	Camino Dos Rios to Rancho Conejo Boulevard	13,480	67.7
Hillcrest Drive	Rancho Conejo Boulevard to Ventu Park Road	20,560	69.7
Hillcrest Drive	Ventu Park Road to Lynn Road	22,880	70.6
Hillcrest Drive	Lynn Road to Moorpark Road	23,180	70.7
Hillcrest Drive	Moorpark Road to SR 23	13,090	67.9
Hillcrest Drive	Rancho Road to Erbes Road	12,430	66.2
Hillcrest Drive	Erbes Road to Conejo School Road	17,530	69.0
Thousand Oaks Boulevard	Moorpark Road to Hodencamp Road	14,810	65.4
Thousand Oaks Boulevard	Hodencamp Road to SR 23	18,640	66.4
Thousand Oaks Boulevard	SR 23 to Rancho Road	22,990	67.9
Thousand Oaks Boulevard	Rancho Road to Erbes Road	26,580	67.9
Thousand Oaks Boulevard	Erbes Road to Conejo School Road	21,090	67.0

Roadway	Segment	Existing ADT	Existing Traffic Noise Level at 50 feet (dBA CNEL)
Thousand Oaks Boulevard	Conejo School Road to Hampshire Road	19,710	66.8
Thousand Oaks Boulevard	Hampshire Road to Westlake Boulevard	23,742	67.5
Erbes Road	Olsen Road to SR 23	7,290	64.6
Erbes Road	SR 23 to Sunset Hills Boulevard	6,390	64.3
Sunset Hills Boulevard	Olsen Road to SR 23	6,060	66.3
Sunset Hills Boulevard	SR 23 to Erbes Road	9,610	67.8
Avenida de los Arboles	Olsen Road to Moorpark Road	12,740	64.9
Avenida de los Arboles	Moorpark Road to SR 23	12,270	65.1
Avenida de los Arboles	SR 23 to Erbes Road	20,370	70.3
Avenida de los Arboles	Erbes Road to Westlake Boulevard	23,240	70.7
Avenida de las Flores	Lynn Road to Moorpark Road	6,100	61.2
Avenida de las Flores	Moorpark Road to SR 23	7,650	62.2
Avenida de las Flores	SR 23 to Erbes Road	8,630	64.3
La Granada	East of Erbes Road	3,950	59.2
Gainsborough Road	Lynn Road to Moorpark Road	4,990	60.8
Gainsborough Road	East of Moorpark Road	3,930	59.7
Wilbur Road	Hillcrest Drive to Moorpark Road	9,700	63.5
Wilbur Road	Moorpark Road to Hodencamp Road	8,370	62.9
Triunfo Canyon Road	North of Westlake Boulevard	3,260	58.5
Wendy Drive	Borchard Road to Lynn Road	3,330	60.4
Wendy Drive	Lynn Road to Potrero Road	3,460	60.9
Lynn Road	Avenida de Los Arboles to Avenida de Las Flores	23,210	70.4
Lynn Road	Avenida de Las Flores to Janss Road	22,990	70.3
Thousand Oaks Boulevard	Westlake Boulevard to East City Boundary	20,830	68.8
SR 23	North of US 101	80,000	81.2
US 101	West of SR 23	170,000	85.8
US 101	East of SR 23	171,000	85.7

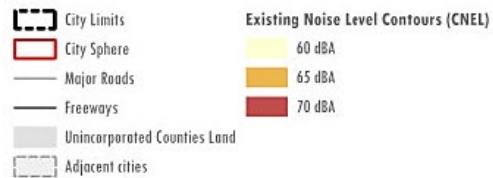
ADT = average daily traffic; dBA = decibel using A-weighted sound pressure level; CNEL = Community Noise Equivalent Level

Source: Data provided by Iteris in 2023.

Figure 4.7-2 Existing Traffic Noise Contours



Raimi + Associates 2023 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles, ESRI



## 4.7.2 Regulatory Setting

### a. Federal Regulations

#### Department of Housing and Urban Development

The Federal Department of Housing and Urban Development (HUD) sets environmental criteria and standards in Title 24 of CFR, Part 51. New construction proposed in areas that exceed 65 dBA  $L_{dn}$  must incorporate noise attenuation features to maintain interior noise levels at 45 dBA  $L_{dn}$ . In general, the HUD regulations match the California state regulations discussed below.

#### Federal Transit Administration

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). Table 4.7-4 provides the FTA’s construction noise thresholds of significance for residential, commercial, and industrial land uses.

**Table 4.7-4 Construction Noise Thresholds of Significance**

Land Use	$L_{eq}$ (8-hour)		CNEL
	Day	Night	
Residential	80 dBA	70 dBA	75
Commercial	85 dBA	85 dBA	80
Industrial	90 dBA	90 dBA	85

CNEL = Community Noise Equivalent Level; dBA = decibel using A-weighted sound pressure level;  $L_{eq}$  = equivalent noise level

Source: Federal Transit Administration 2018

#### Occupational Health and Safety Administration

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Noise limitations would apply to the operation of construction equipment and could also apply to any proposed industrial land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility’s Health and Safety Plan, as required under OSHA, and is not addressed further in this analysis.

### b. State Regulations

#### California General Plan Guidelines

State law requires general plans to include a Noise Element under Government Code Section 65302(f). The California General Plan Guidelines, published by the Governor’s Office of Planning and Research, indicate acceptable, specific land use types in areas with specific noise exposure. The guidelines also offer adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the community’s sensitivity to noise, and the community’s assessment of the relative importance of noise pollution. These Guidelines are advisory, and local jurisdictions have the authority to set specific noise standards based on local conditions.

## California Building Code

CCR Title 24, Building Standards Administrative Code, Part 2, Chapter 12, and the California Building Code codify the State noise insulation standards. These noise standards apply to new construction in California to control interior noise levels as they are affected by exterior noise sources and interior noise sources from separate areas. The regulations specify that interior noise levels shall not exceed 45 dB CNEL/ $L_{dn}$  in any habitable room, as well as specifying sound transmission class requirements for walls, floors, and ceilings around sleeping units.

## California Green Building Code

CALGreen (2022) Section 5.507.4, Acoustical Control, regulates construction of non-residential uses within the 65 dBA CNEL/ $L_{dn}$  contour of an airport, freeway, expressway, railroad, industrial noise source, or other fixed source. According to Section 5.507.4.1.1 “buildings exposed to a noise level of 65 dB  $L_{eq}$  (1-hr) during any hour of operation shall employ sound-resistant assemblies as determined by a prescriptive method (CALGreen Section 5.507.4.1) or performance method (CALGreen Section 5.507.4.2).

Projects may demonstrate compliance through the prescriptive method if wall and roof-ceiling assemblies exposed to the noise source meet a composite sound transmission class (STC) rating of at least 50 or a composite outdoor/indoor transmission class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30. Projects may demonstrate compliance through the performance method if wall and roof-ceiling assemblies exposed to the noise source are constructed to provide an interior noise environment that does not exceed 50 dB  $L_{eq}$ -1-hr in occupied areas during hours of operations.

### c. Local Regulations

#### Thousand Oaks Municipal Code

Chapter 21 of the Thousand Oaks Municipal Code contains the noise ordinance. Relevant sections in the noise ordinance include the following:

- **Chapter 21, Section 5-21.02, Powered equipment in residential areas.** Between the hours of 9:00 p.m. and 7:00 a.m. of the following day, no person shall operate any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery, equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within any commercial zone which can be heard from any inhabited real property in a residential zone.

Chapter 11 of the Thousand Oaks Municipal Code includes hours for construction activities. Relevant sections include the following:

- **Chapter 11, Section 8-11.01, Construction activities restricted to certain hours.** It shall be unlawful for any person to engage in or conduct any activity in the construction of any building or structure, the moving of earth, or the laying of any pavement, including, but not limited to, the making of any excavation, clearing or grading of surface land, and loading or unloading material, equipment, or supplies, except between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, unless a permit for each work at different hours or days has first been issued by the Public Works Director. Applications for such permits shall be made in writing to the Public Works Director and shall state the name of the applicant, his



business address, the location of the proposed work, the reason for seeking a permit to do such work on Sunday or between 7:00 p.m. and 7:00 a.m., and the estimated time of the proposed operation. No such special permit shall be issued except where the public peace, health, or welfare will not be adversely affected by such issuance or will be harmed by failure to perform the work at the times indicated.

- **Chapter 11, Section 8-11.02, Exceptions.** The provisions of Section 8-11.01 of this chapter shall not be applicable to:
  - a) Construction or other enumerated activity involving a total labor and material value of one thousand and no/100ths (\$1,000.00) dollars or less; or
  - b) Construction or other enumerated activity taking place more than one mile from any dwelling in which persons reside.

### Thousand Oaks General Plan 2045

The City uses the noise increases shown in Table 4.7-5 to evaluate potentially significant operational noise impacts.

**Table 4.7-5 Thresholds of Significance for Long-Term Noise Increase**

If CNEL for existing + proposed project + cumulative conditions at a noise-sensitive land use is projected to be:	A project or cumulative noise impact would be significant if the CNEL would increase by the following amounts at a noise-sensitive land use:	The project alone would make a substantial contribution to a significant cumulative impact if the CNEL would increase by the following amounts at a noise-sensitive land use:
Less than 55 dBA	Not significant for any change in noise level	Not significant for any change in noise level
55 – 60 dBA	Equal to or greater than 3.0 dBA	Equal to or greater than 1.0 dBA
60 – 70 dBA	Equal to or greater than 1.5 dBA	Equal to or greater than 0.5 dBA
Greater than 70 dBA	Equal to or greater than 1.0 dBA	Equal to or greater than 0.5 dBA

dBA = decibel using A-weighted sound pressure level; CNEL = Community Noise Equivalent Level

### 4.7.3 Impact Analysis

#### a. Significance Thresholds and Methodology

In accordance with Appendix G of the *CEQA Guidelines*, a significant noise impact would occur if new development facilitated by TO2045 would:

1. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
2. Generate excessive groundborne vibration or groundborne noise levels
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels



## Specific Thresholds of Significance

For purposes of this analysis, the following thresholds of significance are used to evaluate the significance of noise and vibration resulting from implementation of the proposed project.

### *Construction Noise*

Development facilitated by TO2045 could have a significant impact if temporary construction noise during permitted daytime hours exposed noise-sensitive receivers to significantly adverse noise levels, or if construction noise occurred outside the hours detailed in Municipal Code Section 8-11.01. As the City does not define a quantitative construction noise threshold, for purposes of analyzing impacts from the project, the City has determined that the FTA construction criteria are applicable to the project. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). Construction noise would be significant if it exceeds the thresholds identified in Table 4.7-4.

### *Stationary On-site Operational and Mobile Off-site Operational Noise*

TO2045 thresholds of significance for long-term noise increases are used to assess stationary on-site operational and mobile off-site operational noise impacts. The thresholds of significance for long-term noise increases are identified in Table 4.7-5 above.

### *Exposure to Aircraft Noise*

For a plan or project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, if the plan or project exposes people residing or working in the project area to excessive noise levels such as noise levels exceeding normally acceptable noise levels in TO2045, impacts would be significant.

### *Groundborne Vibration*

The City has not adopted a significance threshold to assess vibration impacts. Therefore, the FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) is used to evaluate potential construction vibration impacts. Construction vibration impacts would be significant if vibration levels exceed the FTA criteria shown in Table 4.7-1. For example, impacts would be significant if vibration levels exceed 0.2 in/sec PPV for residential structures and 0.3 in/sec PPV for commercial structures, which is the limit where minor cosmetic (i.e., architectural) damage may occur to these buildings.

## Methodology

### *Construction Noise*

Construction noise levels that could occur with implementation of TO2045 are based on reference noise levels published by the FTA.

### *Operational Stationary Noise*

Stationary noise (i.e., on-site operational noise) were analyzed in context of typical mechanical equipment on commercial, industrial, residential, and mixed-use development such as heating, ventilation, and air conditioning (HVAC) units.

### *Operational Traffic Noise*

Development facilitated by TO2045 would generate motor vehicle trips, thereby increasing off-site traffic on Planning Area roadways. The project's traffic noise impacts are analyzed based on data provided by Iteris, included as Appendix D to this EIR. Traffic noise levels for existing and project conditions were estimated using the FHWA traffic noise prediction model methodology. Traffic noise impacts are analyzed based on average daily traffic (ADT) roadway volume for existing and future conditions, as well as speeds, and number of lanes data. The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, traffic volumes, vehicle speeds, car/truck mix, number of lanes, and road width.

### *Groundborne Vibration*

Future development facilitated by TO2045 would not include substantial vibration sources associated with operation. Construction activities have the greatest potential to generate groundborne vibration affecting nearby noise-sensitive receivers. Construction vibration levels that could occur due to buildout of the project are based on reference vibration levels published by the FTA.

### *Impact of the Environment on the Project*

As a result of the Supreme Court decision regarding the assessment of the environment's impacts on projects (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369), it is generally no longer the purview of the CEQA process to evaluate the impact of existing environmental conditions on a proposed project. Therefore, this environmental analysis does not consider the potential impacts of the environment (i.e., existing noise) on the project.

## b. Project Impacts and Mitigation Measures

**Threshold 1:** Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

**Impact NOI-1 CONSTRUCTION OF INDIVIDUAL PROJECTS FACILITATED BY TO2045 COULD TEMPORARILY INCREASE NOISE LEVELS, POTENTIALLY AFFECTING NEARBY NOISE-SENSITIVE LAND USES. DEVELOPMENT FACILITATED BY TO2045 WOULD ALSO INTRODUCE NEW NOISE SOURCES AND CONTRIBUTE TO INCREASES IN OPERATIONAL NOISE. THE CONTINUED REGULATION OF NOISE, CONSISTENT WITH THE CITY CODE AND IMPLEMENTATION OF PROPOSED TO2045 POLICIES WOULD MINIMIZE DISTURBANCE TO ADJACENT LAND USES. HOWEVER, CONSTRUCTION AND OPERATIONAL TRAFFIC NOISE COULD EXCEED STANDARDS. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE EVEN WITH MITIGATION.**

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### Construction

Noise from individual construction projects facilitated by TO2045 could temporarily increase noise levels at nearby noise-sensitive receivers. Since at this stage of planning, project-level details are not available for future projects that would be carried out under TO2045, it is not possible to determine exact noise levels, locations, or time periods for construction of such projects, or construction noise at adjacent properties. However, noise estimates for typical construction activities have been provided below.

Construction activities would generate noise from phases such as demolition, site preparation, grading, building construction, and paving activities. Each phase of construction has a specific equipment mix and associated noise characteristics, depending on the equipment used during that phase. Construction noise would typically be higher during the more equipment-intensive phases of initial construction (i.e., demolition, site preparation, and grading work) and would be lower during the later construction phases (i.e., building construction and paving). Table 4.7-6 illustrates typical noise levels associated with construction equipment at a distance of 50 feet and 100 feet.

**Table 4.7-6 Typical Noise Levels for Construction Equipment**

Equipment	Estimated Noise Levels at Nearest Sensitive Receptors (dBA L <sub>eq</sub> )	
	50 feet	100 feet
Air Compressor	80	74
Backhoe	80	74
Concrete Mixer	85	79
Dozer	85	79
Grader	85	79
Jack Hammer	88	82
Loader	80	74
Paver	85	79
Pile-drive (Impact)	101	95
Pile-driver (Sonic)	95	89
Roller	85	79
Saw	76	70
Scarified	83	77
Scraper	85	79
Truck	84	78

dBA = decibel using A-weighted sound pressure level; L<sub>eq</sub> = equivalent noise level

Source: Federal Transit Administration 2018

The Thousand Oaks Municipal Code does not contain quantitative limits for construction noise. In lieu of City-specific standards, the FTA criteria for assessing construction noise impacts are used (see Table 4.7-4).

Noise would typically drop off at a rate of about 6 dBA per doubling of distance. Therefore, noise levels would be about 6 dBA lower than shown in Table 4.7-6 at 200 feet from the noise source and 12 dBA lower at a distance of 400 feet from the noise source. As shown in these noise levels, construction noise may exceed the FTA's noise thresholds, depending on the equipment used and the distance in which the equipment is operating compared to noise-sensitive receivers.

TO2045 would include the following proposed goal and policies from the Noise Element, which would minimize construction noise from individual development facilitated by TO2045.

**Goal N-3:** Minimize excessive intermittent noise.

- **Policy 3.1: Construction noise.** Use the noise levels shown in Table 1.4 [Table 4.7-7], adopted from Federal Transit Administration (FTA) standards, as thresholds of significance for construction noise and, as necessary, require mitigation for construction activities that would result in significant noise impacts.

**Table 4.7-7 Construction Noise Thresholds of Significance**

Land Use	L <sub>eq</sub> (8-hour)		CNEL
	Day	Night	
Residential	80 dBA	70 dBA	75
Commercial	85 dBA	85 dBA	80
Industrial	90 dBA	90 dBA	85

CNEL = Community Noise Equivalent Level; dBA = decibel using A-weighted sound pressure level; L<sub>eq</sub> = equivalent noise level

Source: TO2045, Chapter 11: Noise, Table 1.4

- **Policy 3.2: Noise reduction for construction.** Require the following noise reduction techniques for all construction activity in the City:
  - Require power construction equipment with noise shielding and silencing devices consistent with manufacturer’s standards or the Best Available Control Technology
  - Prohibit use of driven (impact), sonic, or vibratory pile drivers, except in locations where the underlying geology renders alternative methods infeasible, as determined by a soils or geotechnical engineer and documented in a soils report
  - Utilize noise attenuating measures or screening for all outdoor mechanical equipment from off-site noise-sensitive uses
  - Locate construction staging areas as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints
  - For construction activity that even with the above requirements would or may still generate noise exceeding the significance thresholds in Policy N-3.2, investigate the use of additional feasible noise reduction techniques, including but not limited to the use of temporary sound barriers between the noise-generating activity and affected sensitive uses
  
- **Policy 3.3: Noise complaint response.** Track and respond to noise complaints and, as necessary, take action to address violations of noise restrictions. For repeat violators, investigate the potential to require systemic changes to the activity generating the Municipal Code violation.

Since at this stage of planning, project-level details are not available for future projects that would be facilitated by TO2045, it is not possible to determine exact noise levels, locations, or time periods for construction of such projects, or construction noise at adjacent properties. Therefore, construction noise levels associated with future projects may exceed the FTA’s daytime construction noise limits, and impacts would be potentially significant.

Implementation of Mitigation Measure NOI-1 would reduce TO2045 construction noise impacts associated with future discretionary projects in Thousand Oaks. However, as exact details of future project-specific construction activities are unknown at this stage of planning, construction noise could still exceed the daytime significance threshold or potentially need to occur during the more sensitive nighttime hours for concrete pours or pumps that need to run overnight for water resources projects. Therefore, TO2045 construction noise impacts would be significant and unavoidable. It should be noted that the identification of this program-level impact does not

preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

## **Operational Stationary Noise**

Stationary sources of noise may occur on all types of land uses. Residential uses could generate noise from landscaping, maintenance activities, and mechanical equipment such as ground-level and rooftop ventilation and heating (HVAC) systems. Commercial uses could generate noise from HVAC systems, loading docks, and other sources. Industrial uses may generate noise from HVAC systems, loading docks, and possibly machinery. Other noise generated by residential or commercial uses such as conversations and parking lot activity is generally short and intermittent. Industrial uses may generate noise on a more continual basis. Nightclubs, outdoor dining areas, gas stations, car washes, fire stations, drive-throughs, swimming pool pumps, school playgrounds, athletic and music events, and public parks are other common noise sources. The proposed Noise Chapter contains goals and policies that require local planning and development decisions to consider noise-related impacts from stationary sources.

The following proposed TO2045 goal and policies from the Noise Element would minimize potential adverse noise-related impacts from stationary sources.

**Goal N-1:** Promote a pattern of land uses that is compatible with current and future noise levels.

- **Policy 1.1: Acoustical studies.** Require an acoustical study and, as necessary, noise attenuation for proposed developments that may be exposed to noise exceeding the normally acceptable range identified in Table 11.2 or where a project has the potential to result in a significant increase in noise, as defined in Table 11.3 [Table 4.7-5].
- **Policy 1.4: Sensitive noise receptors.** Maintain acceptable noise levels near sensitive receptors such as residences, hospitals, schools, and places of worship through review of new development in accordance with Policy N-1.1 and enforcement of the Municipal Code.
- **Policy 1.5: Noise studies.** Require noise studies for new development located in areas where the contour maps on figures Figure 11.2 [Figure 4.7-2] and Figure 11.3 [Figure 4.7-3] indicate the potential for exposure to noise exceeding the normally acceptable range for the proposed use and/or where the proposed use would have the potential to expose existing uses to significant operational noise impacts per the thresholds included in policies N-1.1 and N-3.2. If the proposed project would or could be exposed to noise exceeding the normally acceptable range, require appropriate noise reduction techniques to minimize noise exposure. Depending on the noise source, such techniques may include, but are not limited to, building construction standards to reduce interior noise, building orientation that blocks noise, increased setbacks from noise source(s), and use of sound barriers. If the project would or could generate significant operational noise impacts to existing uses, require mitigation to minimize impacts.

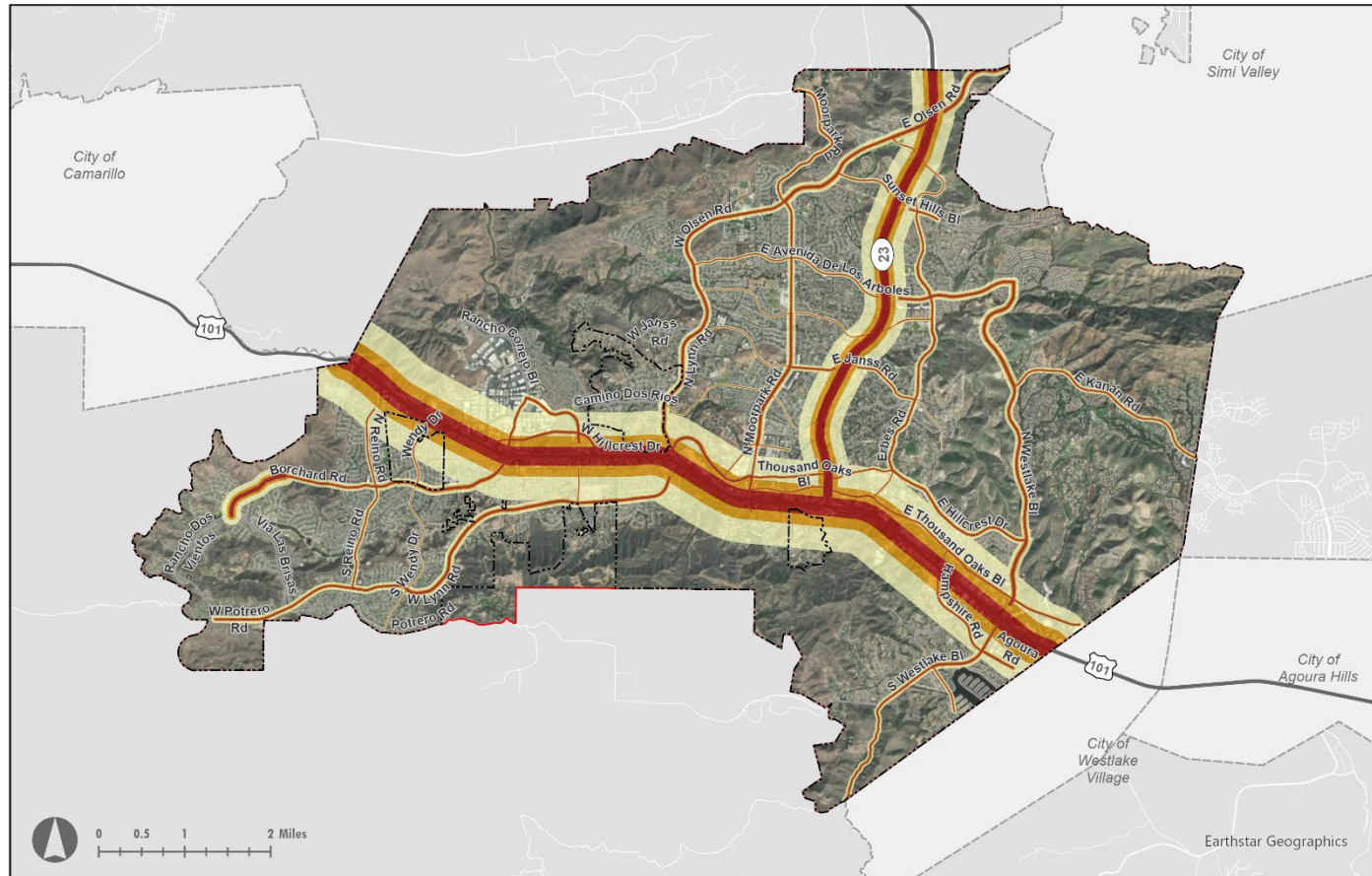
Implementation of these policies would ensure that noise from future developments is analyzed and mitigated to acceptable levels prior to project approval. Noise impacts from operational use of residential-scale HVAC units, industrial equipment, and other stationary noise sources would be reduced by proposed TO2045 policies. Therefore, TO2045 stationary operational noise impacts would be less than significant.

## **Operational Traffic Noise**

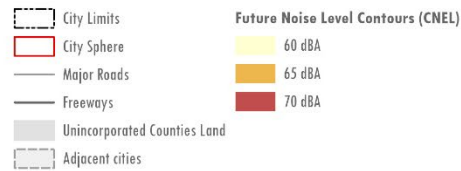
Implementation of the project would result in additional buildout, which would generate new vehicle trips that could incrementally increase operational traffic noise. Figure 4.7-3 shows the 60, 65, and 70 dBA CNEL noise contours from roadways and highways that are projected for 2045. The complete distances to the 60, 65, and 70 dBA CNEL noise contours for roadway segments are included in Appendix C. Table 4.7-8 shows the estimated roadway vehicle noise level increases on study roadway segments over existing conditions, at 50 feet from the centerline of the nearest travel lane.

As shown in Table 4.7-8, significant traffic noise increases are anticipated along Moorpark Road between Hillcrest Drive and Thousand Oaks Boulevard and Hillcrest Drive between Lynn Road and Moorpark Road. Along all other roadway study segments, traffic noise increases would be less than significant.

**Figure 4.7-3 2045 Traffic Noise Contours**



Raimi + Associates 2023 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles; ESRI.





**Table 4.7-8 Traffic Noise Increase Along Roadway Segments**

Roadway	Segment	Existing ADT	2045 Buildout ADT	Existing Traffic Noise Level at 50 feet (dBA CNEL)	2045 Traffic Noise Level at 50 feet (dBA CNEL)	Traffic Noise Increase (dBA CNEL)	Significant? Y/N
Moorpark Road	Santa Rosa Road to Olsen Road	13,490	15,100	67.6	68.1	0.5	N
Moorpark Road	Olsen Road to Avenida de Los Arboles	14,970	17,000	68.3	68.9	0.6	N
Moorpark Road	Avenida de Los Arboles to Avenida de Las Flores	17,470	19,900	69.0	69.6	0.6	N
Moorpark Road	Avenida de Las Flores to Janss Road	23,530	27,000	70.5	71.1	0.6	N
Moorpark Road	Janss Road to Wilbur Road	25,865	30,800	70.9	71.7	0.8	N
Moorpark Road	Wilbur Road to Hillcrest Drive	17,220	19,700	67.0	67.6	0.6	N
Moorpark Road	Hillcrest Drive to Thousand Oaks Boulevard	27,190	35,200	69.3	70.4	1.1	Y
Moorpark Road	Thousand Oaks Boulevard to US 101	30,900	35,800	70.0	70.6	0.6	N
Moorpark Road	South of US 101	17,990	20,500	67.7	68.3	0.6	N
Olsen Road	North City Boundary to SR 23	24,690	26,600	72.0	72.3	0.3	N
Olsen Road	SR 23 to Erbes Road	23,980	29,100	71.7	72.5	0.8	N
Olsen Road	Erbes Road to Sunset Hills Boulevard	17,770	21,600	70.4	71.2	0.8	N
Olsen Road	Sunset Hills Boulevard to Moorpark Road	24,170	28,200	71.8	72.5	0.7	N
Olsen Road	Moorpark Road to Avenida De Los Arboles	16,800	18,900	70.2	70.7	0.5	N
Lynn Road	Janss Road to Camino Dos Rios	26,030	27,800	70.9	71.2	0.3	N
Lynn Road	Camino Dos Rios to Hillcrest Drive	34,380	37,000	72.2	72.5	0.3	N
Lynn Road	Hillcrest Drive to US 101	28,990	31,500	72.0	72.4	0.4	N

Roadway	Segment	Existing ADT	2045 Buildout ADT	Existing Traffic Noise Level at 50 feet (dBA CNEL)	2045 Traffic Noise Level at 50 feet (dBA CNEL)	Traffic Noise Increase (dBA CNEL)	Significant? Y/N
Lynn Road	US 101 to Ventu Park Road	15,750	17,400	70.4	70.9	0.4	N
Lynn Road	Ventu Park Road to Wendy Drive	17,693	19,300	71.1	71.4	0.4	N
Lynn Road	Wendy Drive to Reino Road	12,950	13,500	69.8	70.0	0.2	N
Lynn Road	Reino Road to Via Las Brisas	12,860	13,900	69.6	69.9	0.3	N
Erbes Road	Sunset Hills Boulevard to Pederson Road	13,020	15,800	67.2	68.0	0.8	N
Erbes Road	Pederson Road to Avenida De Los Arboles	20,680	24,900	69.2	70.0	0.8	N
Erbes Road	Avenida de Los Arboles to Avenida de Las Flores	16,380	18,900	68.2	68.8	0.6	N
Erbes Road	Avenida de Las Flores to Janss Road	17,410	22,100	68.4	69.4	1.0	N
Erbes Road	Janss Road to Hillcrest Drive	15,420	19,800	67.9	69.0	1.1	N
Erbes Road	Hillcrest Drive to Thousand Oaks Boulevard	8,720	10,600	64.1	64.9	0.8	N
Westlake Boulevard	Avenida De Los Arboles to Kanan Road	22,310	25,200	71.6	72.1	0.5	N
Westlake Boulevard	Kanan Road to Hillcrest Drive	16,670	17,700	70.5	70.8	0.3	N
Westlake Boulevard	Hillcrest Drive to Thousand Oaks Boulevard	23,030	23,200	72.9	73.0	0.0	N
Westlake Boulevard	Thousand Oaks Boulevard to US 101	32,860	34,700	74.2	74.4	0.2	N
Westlake Boulevard	US 101 to Agoura Road	20,070	21,500	70.5	70.8	0.3	N
Westlake Boulevard	Agoura Road to Triunfo Canyon Road	21,360	22,900	70.5	70.8	0.3	N
Westlake Boulevard	Triunfo Canyon Road to Potrero Road	14,930	16,000	68.7	69.0	0.3	N

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Roadway	Segment	Existing ADT	2045 Buildout ADT	Existing Traffic Noise Level at 50 feet (dBA CNEL)	2045 Traffic Noise Level at 50 feet (dBA CNEL)	Traffic Noise Increase (dBA CNEL)	Significant? Y/N
Kanan Road	Westlake Boulevard to East City Boundary	10,986	13,700	66.8	67.8	1.0	N
Hampshire Road	Thousand Oaks Boulevard to US 101	11,950	12,000	65.2	65.2	0.0	N
Hampshire Road	US 101 to Westlake Boulevard	11,950	14,800	67.6	68.5	0.9	N
Agoura Road	Westlake Boulevard to East City Boundary	18,280	21,600	69.5	70.2	0.7	N
Triunfo Canyon Road	Westlake Boulevard to East City Boundary	8,320	9,200	66.0	66.4	0.4	N
Ventu Park Road	Rancho Conejo Boulevard to Hillcrest Drive	19,630	20,900	70.1	70.4	0.3	N
Ventu Park Road	Hillcrest Drive to US 101	22,260	24,300	71.7	72.1	0.4	N
Ventu Park Road	US 101 to Lynn Road	5,480	7,100	62.9	64.0	1.1	N
Rancho Conejo Boulevard	Ventu Park Road to Amgen Center Drive	10,456	13,800	68.3	69.5	1.2	N
Rancho Conejo Boulevard	Amgen Center Drive to Hillcrest Drive	10,456	12,800	68.6	69.5	0.9	N
Rancho Conejo Boulevard	Hillcrest Drive to US 101	26,010	27,800	71.8	72.1	0.3	N
Borchard Road	US 101 to Wendy Drive	22,552	27,600	71.2	72.1	0.9	N
Borchard Road	Wendy Drive to Reino Road	15,970	18,200	70.1	70.6	0.6	N
Borchard Road	Reino Road to Via Las Brisas (eastern half)	12,480	14,100	69.2	69.7	0.5	N
Borchard Road	Reino Road to Via Las Brisas (western half)	12,480	12,800	76.0	76.1	0.1	N
Reino Road	Old Conejo Road to Borchard Road	12,480	14,200	66.1	66.7	0.6	N
Reino Road	Borchard Road to Maurice Drive	10,690	11,800	66.8	67.2	0.4	N

Roadway	Segment	Existing ADT	2045 Buildout ADT	Existing Traffic Noise Level at 50 feet (dBA CNEL)	2045 Traffic Noise Level at 50 feet (dBA CNEL)	Traffic Noise Increase (dBA CNEL)	Significant? Y/N
Reino Road	Maurice Drive to Lynn Road	10,690	11,500	66.8	67.1	0.3	N
Wendy Road	US 101 to Borchard Road	12,190	12,200	65.1	65.1	0.0	N
Janss Road	Lynn Road to Moorpark Road	7,460	8,100	62.9	63.3	0.4	N
Janss Road	Moorpark Road to SR 23	19,180	21,300	68.6	69.1	0.5	N
Janss Road	SR 23 to Erbes Road	15,630	17,200	67.1	67.6	0.4	N
Hillcrest Drive	Camino Dos Rios to Rancho Conejo Boulevard	13,480	16,000	67.7	68.4	0.7	N
Hillcrest Drive	Rancho Conejo Boulevard to Ventu Park Road	20,560	24,300	69.7	70.5	0.8	N
Hillcrest Drive	Ventu Park Road to Lynn Road	22,880	27,100	70.6	71.3	0.7	N
Hillcrest Drive	Lynn Road to Moorpark Road	23,180	28,900	70.7	71.7	1.0	Y
Hillcrest Drive	Moorpark Road to SR 23	13,090	14,900	67.9	68.5	0.6	N
Hillcrest Drive	Rancho Road to Erbes Road	12,430	15,500	66.2	67.1	1.0	N
Hillcrest Drive	Erbes Road to Conejo School Road	17,530	20,200	69.0	69.6	0.6	N
Thousand Oaks Boulevard	Moorpark Road to Hodencamp Road	14,810	17,800	65.4	66.2	0.8	N
Thousand Oaks Boulevard	Hodencamp Road to SR 23	18,640	22,300	66.4	67.2	0.8	N
Thousand Oaks Boulevard	SR 23 to Rancho Road	22,990	27,500	67.9	68.6	0.7	N
Thousand Oaks Boulevard	Rancho Road to Erbes Road	26,580	31,600	67.9	68.7	0.8	N
Thousand Oaks Boulevard	Erbes Road to Conejo School Road	21,090	26,800	67.0	68.1	1.0	N
Thousand Oaks Boulevard	Conejo School Road to Hampshire Road	19,710	22,100	66.8	67.3	0.5	N

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Roadway	Segment	Existing ADT	2045 Buildout ADT	Existing Traffic Noise Level at 50 feet (dBA CNEL)	2045 Traffic Noise Level at 50 feet (dBA CNEL)	Traffic Noise Increase (dBA CNEL)	Significant? Y/N
Thousand Oaks Boulevard	Hampshire Road to Westlake Boulevard	23,742	28,600	67.5	68.3	0.8	N
Erbes Road	Olsen Road to SR 23	7,290	8,900	64.6	65.4	0.9	N
Erbes Road	SR 23 to Sunset Hills Boulevard	6,390	7,200	64.3	64.8	0.5	N
Sunset Hills Boulevard	Olsen Road to SR 23	6,060	6,400	66.3	66.5	0.2	N
Sunset Hills Boulevard	SR 23 to Erbes Road	9,610	11,500	67.8	68.6	0.8	N
Avenida de los Arboles	Olsen Road to Moorpark Road	12,740	14,300	64.9	65.4	0.5	N
Avenida de los Arboles	Moorpark Road to SR 23	12,270	14,800	65.1	65.9	0.8	N
Avenida de los Arboles	SR 23 to Erbes Road	20,370	21,200	70.3	70.5	0.2	N
Avenida de los Arboles	Erbes Road to Westlake Boulevard	23,240	26,100	70.7	71.2	0.5	N
Avenida de las Flores	Lynn Road to Moorpark Road	6,100	6,700	61.2	61.6	0.4	N
Avenida de las Flores	Moorpark Road to SR 23	7,650	9,200	62.2	63.0	0.8	N
Avenida de las Flores	SR 23 to Erbes Road	8,630	10,700	64.3	65.3	0.9	N
La Granada	East of Erbes Road	3,950	4,600	59.2	59.8	0.7	N
Gainsborough Road	Lynn Road to Moorpark Road	4,990	6,000	60.8	61.6	0.8	N
Gainsborough Road	East of Moorpark Road	3,930	4,800	59.7	60.6	0.9	N
Wilbur Road	Hillcrest Drive to Moorpark Road	9,700	12,300	63.5	64.6	1.0	N
Wilbur Road	Moorpark Road to Hodencamp Road	8,370	10,400	62.9	63.8	0.9	N
Triunfo Canyon Road	North of Westlake Boulevard	3,260	3,400	58.5	58.6	0.2	N

Roadway	Segment	Existing ADT	2045 Buildout ADT	Existing Traffic Noise Level at 50 feet (dBA CNEL)	2045 Traffic Noise Level at 50 feet (dBA CNEL)	Traffic Noise Increase (dBA CNEL)	Significant? Y/N
Wendy Drive	Borchard Road to Lynn Road	3,330	3,900	60.4	61.1	0.7	N
Wendy Drive	Lynn Road to Potrero Road	3,460	4,100	60.9	61.6	0.7	N
Lynn Road	Avenida de Los Arboles to Avenida de Las Flores	23,210	25,400	70.4	70.8	0.4	N
Lynn Road	Avenida de Las Flores to Janss Road	22,990	25,900	70.3	70.9	0.5	N
Thousand Oaks Boulevard	Westlake Boulevard to East City Boundary	20,830	20,900	68.8	68.9	0.0	N
SR 23	North of US 101	80,000	81,800	81.2	81.3	0.1	N
US 101	West of SR 23	170,000	179,200	85.8	86.0	0.2	N
US 101	East of SR 23	171,000	180,100	85.7	85.9	0.2	N

ADT = average daily trips; dBA = decibel using A-weighted sound pressure level; CNEL = Community Noise Equivalent Level

**Bold** = significant increase

Source: Iteris 2023

The following proposed TO2045 goal and policies from the Noise Element would reduce roadway vehicle noise:

**Goal N-1:** Promote a pattern of land uses that is compatible with current and future noise levels.

- **Policy 1.5: Noise studies.** Require noise studies for new development located in areas where the contour maps on figures Figure 11.2 [Figure 4.7-2] and Figure 11.3 [Figure 4.7-3] indicate the potential for exposure to noise exceeding the normally acceptable range for the proposed use and/or where the proposed use would have the potential to expose existing uses to significant operational noise impacts per the thresholds included in policies N-1.1 and N-3.2. If the proposed project would or could be exposed to noise exceeding the normally acceptable range, require appropriate noise reduction techniques to minimize noise exposure. Depending on the noise source, such techniques may include but are not limited to building construction standards to reduce interior noise, building orientation that blocks noise, increased setbacks from noise source(s), and use of sound barriers. If the project would or could generate significant operational noise impacts to existing uses, require mitigation to minimize impacts.

**Goal 2:** Minimize adverse noise impacts associated with transportation.

- **Policy 2.1: Freeway noise reduction.** Work with Caltrans and VCTC to construct soundwalls and implement other measures to achieve locally acceptable levels from Highway 101 and State Route 23 whenever there are major freeway projects.
- **Policy 2.2: Noise sensitive receptors and roadway noise.** Protect sensitive receptors from freeway and roadway noise through minimization techniques, including building configuration and design, sound walls, traffic calming, traffic diversion, or rubberized asphalt.

In addition, the following proposed TO2045 goals and policies from the Land Use Element and Mobility Element would encourage active transportation modes, such as walking and bicycling, as well as the use of public transit, thereby reducing vehicle trips and traffic noise in Thousand Oaks.

**Goal LU-2:** Preserve and enhance existing neighborhoods throughout the city.

- **Policy 2.6: Circulation connectivity.** Seek opportunities to enhance existing residential neighborhoods by improving pedestrian and bicycle support, access and infrastructure, installing traffic calming measures, and creating new connections between adjacent streets, subdivisions and commercial areas.
- **Policy 2.7: Access to neighborhood amenities.** Improve sidewalks and bike lanes within neighborhoods and along routes to retail areas, schools, parks, and other points of interest to promote active transportation. Improve active transportation-related street amenities, including bike parking, lighting, and seating along major routes.

**Goal LU-7:** Redevelop underperforming commercial areas to support a thriving local economy.

- **Policy 7.7: Bicycle and pedestrian connections.** Improve pedestrian and bicycle connections within one mile of commercial areas and neighborhoods. Improvements could include new pedestrian connections through cul-de-sacs, upgraded pedestrian crossings, the addition of bicycle facilities, such as bike paths or separated bike lanes and bicycle parking.

**Goal LU-9:** Design public streets and other spaces for pedestrians and that foster interaction, activity, and safety.

- **Policy 9.1: Streetscape design.** Encourage pedestrian-oriented streetscapes by establishing a unified approach to street tree planting, street lighting, sidewalk design, pedestrian amenities (such as lighting and street furniture) and high-quality building frontages with visible street-facing walk-in access.
- **Policy 9.2: Pedestrian focus on high-volume streets.** Design the streetscape of high-volume streets (such as Thousand Oaks Boulevard, Hillcrest Drive, Moorpark Road, and Westlake Boulevard) to balance regional traffic flow with pedestrian movement, comfort, and safety through such means as wider and winding sidewalks with landscaping and shade, safe and visible pedestrian crossings with midpoint stops, and buffers or bike lanes between traffic lanes and pedestrians.
- **Policy 9.7: Universal Design.** Incorporate Universal Design principles in the design of public right-of-way and public spaces to facilitate ease of movement for pedestrians of all ages and abilities, including flexible seating with arms, accessible signals, tactile paving, pedestrian safety islands, green infrastructure, consistent lighting, wide sidewalks and pathways, and defined spaces for gathering and modes of movement.

**Goal LU-12:** Promote healthy living for all residents of Thousand Oaks.

- **Policy 12.10: Walk to school.** Partner with CVUSD to promote walking or cycling to school to improve health and fitness, reduce traffic congestion around schools, and reduce air pollution at schools from idling vehicles.

**Goal LU-14:** Activate Thousand Oaks Boulevard as a walkable, mixed-use area with housing, retail, restaurants, office, and services.

- **Policy 14.3: Prioritize pedestrians.** Prioritize pedestrian and active transportation along Thousand Oaks Boulevard by integrating wide sidewalks, separated bike lanes, and on-site bicycle parking in development projects, when feasible.

**Goal LU-15:** Repurpose The Oaks Mall into a mixed-use center combining housing, entertainment, visitor serving uses, retail, and other employment uses in a walkable neighborhood.

- **Policy 15.8: Prioritize pedestrians and bicycles.** Prioritize pedestrian and active transportation along Hillcrest Drive and Lynn Road by integrating new sidewalks, separated bike lanes, and on-site bicycle parking when feasible.

**Goal LU-17:** Reinforce the Rancho Conejo North employment district as an innovation campus and research park that offers workforce housing options, supportive commercial, and hospitality uses.

- **Policy 17.6: Street Network.** As redevelopment occurs, encourage the construction of new roadways and upgrade existing roadways to include improved pedestrian and bicycle amenities to create a more fine-grained transportation network.



**Goal LU-20:** Develop thriving, walkable Village Centers that support the daily needs of residents in the vicinity and offer housing in limited locations.

- **Policy 20.4: Bicycle and pedestrian connections.** Improve pedestrian and bicycle connections between Village Centers and neighborhoods within approximately one mile of the Village Center. Improved connections could include new pedestrian connections through cul-de-sacs, upgraded pedestrian crossings, the additional of bicycle facilities such as bike paths or separated bike lanes and bicycle parking.

**Goal M-1:** Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.

- **Policy 1.4: Active transportation.** Reaffirm and implement the ATP, designed to provide guidance for non-motorized travel, infrastructure improvements that make multimodal transportation safer, provides connectivity, and safety thresholds for roadways that balance motorized and non-motorized transportation.
- **Policy 1.5: Safe routes to school.** Continue to partner with local schools, the Conejo Valley Unified School District, and the Thousand Oaks Police Department to identify and implement infrastructure improvements and non-infrastructure programs that improve school safety and increase the number of students walking and bicycling to school.

**Goal M-2:** Create and maintain a public transit system that is equitable, affordable, efficient, and accessible to all people in Thousand Oaks.

- **Policy 2.1: Mobility barriers.** Prioritize investments that reduce first/last-mile barriers to transit stops and encourage alternative transportation options for activities of daily living.
- **Policy 2.2: Access to services.** Provide safe and comfortable connections for walking and biking from residential areas to schools, parks, grocery stores, employment centers, transit stops, and essential services citywide.
- **Policy 2.3: Transit service coverage.** Work with Thousand Oaks Transit and regional transit providers to provide reliable and quality transit services to social services, healthcare facilities, and major employment areas.
- **Policy 2.4: Transit service frequency.** Increase the frequency of service along existing transit routes.
- **Policy 2.5: Transit experience.** Improve the delivery of transit service through speed and reliability measures, enhanced rider amenities and information.

**Goal M-3:** Create and maintain a transportation system that improves community health.

- **Policy 3.6: Trip reduction.** Implement pedestrian-oriented land uses that reduce vehicle miles traveled through providing community supportive services such as healthy food, childcare, and access to other daily services.

**Goal M-5:** Create and maintain a transportation system that fosters vibrant commercial centers and economic resiliency.

- **Policy 5.1: Public rights-of-way.** Construct wider sidewalks on streets in a manner that improves public safety and pedestrian access to commercial areas.
- **Policy 5.3: Bicycle parking.** Expand the availability of secure and convenient bicycle parking at key destinations.

**Goal M-6:** Create and maintain a transportation system that reduces impacts to the environment while leveraging sustainability innovations.

- **Policy 6.1: Decrease vehicle trips.** Prioritize transportation and development investments and strategies that reduce single-occupancy vehicle trips.
- **Policy 6.2: Decrease vehicle miles.** Prioritize pedestrian, bicycle and other micro-mobility transportation means, and transit enhancements. Encourage infill, mixed-use, and other land use development that locates resources and services near residents' homes.

Implementation of these policies would reduce operational vehicle trips and associated operational traffic noise to the extent feasible. However, implementation of these goals and policies highlighted above would not guarantee that traffic noise would be below the thresholds of significance. As such, traffic noise impacts would be potentially significant. Mitigation Measure NOI-2 would be required to minimize roadway vehicle noise impacts on roadways that would generate significant traffic noise increases, which include Moorpark Road between Hillcrest Drive and Thousand Oaks Boulevard and Hillcrest Drive between Lynn Road and Moorpark Road.

Implementation of Mitigation Measure NOI-2 would reduce operational traffic noise with installation of sound barrier walls, where feasible. However, the costs versus benefits ratio in relation to the number of benefitted households may not be reasonable in all cases.

Implementation of Mitigation Measure NOI-2 would also reduce operational traffic noise with installation of special roadway paving. Notable reductions in tire noise have been achieved via the implementation of special paving materials, such as rubberized asphalt or open-grade asphalt concrete overlays. For example, Caltrans conducted a study of pavement noise along Interstate 80 in Davis and found an average improvement of 6 to 7 dBA reduction compared to conventional asphalt overlay (Caltrans 2011).

Although this amount of noise reduction from rubberized/special asphalt materials would be sufficient to avoid the predicted noise increase due to roadway vehicles in some cases, the potential up-front and ongoing maintenance costs are such that the cost versus benefits ratio may not be reasonable. In addition, the study found that noise levels increased over time due to pavement raveling, with the chance of noise level increases being higher after a 10-year period. Therefore, it is not known whether implementation of Mitigation Measure NOI-2 would be feasible and reasonable in all cases to mitigate operational traffic noise levels to less than significant, and this impact is considered significant and unavoidable.

## Mitigation Measures

### *NOI-1 Conduct Construction Noise Analysis*

Revise proposed TO2045 Policy N-3.2 to include the following:

- All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers.
- Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels.
- Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities, where feasible.

- Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the City’s construction standards or when the anticipated construction duration is greater than is typical (e.g., 2 years) and adjacent to sensitive receptors. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated STC 32 or higher.

*NOI-2 Implement Roadway Vehicle Noise Reduction Measures*

The City shall implement a developer fair share mitigation program to fund the following measures for projects operated on the following roadway segments in the city: Moorpark Road between Hillcrest Drive and Thousand Oaks Boulevard and Hillcrest Drive between Lynn Road and Moorpark Road.

The City shall retain a qualified acoustical consultant to prepare a Traffic Noise Reduction Study that specifies, at a minimum, the specific locations, extent, height of sound walls, and other design details such as “quiet pavement” to reduce traffic noise impacts at impacted roadways throughout the city. The study shall also include an estimated cost of improvement along each impacted roadway segment to inform the developer fair share mitigation program. Traffic noise reduction measures may include, but are not limited to:

- **Sound Barrier Walls.** Construct sound barriers (e.g., walls or solid fences) along impacted roadways where there are no driveways that would break continuity and along the residential portions or other sensitive receiver locations of such roadways. The sound barriers would be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of four pounds per square foot and a minimum height of six feet, as measured from the base elevation; and/or
- **Special Roadway Paving.** Install “quiet pavement” roadway improvements, such as rubberized asphalt or open-grade asphalt concrete overlays along impacted roadway segments where sound barriers are determined not to be feasible.

**Significance After Mitigation**

Construction noise impacts would be significant and unavoidable even with implementation of Mitigation Measure NOI-1. Operational traffic noise impact would be significant and unavoidable even with implementation of Mitigation Measure NOI-2. Operational stationary noise impacts would be less than significant without mitigation.

**Threshold 2:** Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

**IMPACT NOI-2 CONSTRUCTION OF INDIVIDUAL PROJECTS FACILITATED BY TO2045 COULD TEMPORARILY GENERATE GROUNDBORNE VIBRATION AND NOISE, POTENTIALLY AFFECTING NEARBY LAND USES. OPERATION OF DEVELOPMENT FACILITATED BY TO2045 WOULD NOT RESULT IN SUBSTANTIAL GROUNDBORNE VIBRATION AND NOISE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.**

*Construction*

Construction of individual projects facilitated by TO2045 could intermittently generate groundborne vibration to nearby properties. Table 4.7-9 lists groundborne vibration levels from various types of construction equipment at various distances.

**Table 4.7-9 Vibration Source Levels for Construction Equipment**

Equipment	Approximate Vibration Level (in/sec PPV)			
	25 feet from Source	50 feet from Source	100 feet from Source	200 feet from Source
Caisson Drilling	0.089	0.031	0.011	0.004
Jackhammer	0.035	0.012	0.004	0.002
Large Bulldozer	0.089	0.031	0.011	0.004
Loaded Truck	0.076	0.027	0.010	0.003
Pile Driver (impact)	Upper range	1.519	0.537	0.190
	Typical	0.644	0.228	0.081
Pile Driver (sonic)	Upper range	0.734	0.260	0.092
	Typical	0.170	0.060	0.021
Small Bulldozer	0.003	0.001	<0.001	<0.001
Vibratory Roller	0.21	0.074	0.026	0.009

in/sec = inches per second PPV = peak particle velocity  
Source: Federal Transit Administration 2018

As shown in Table 4.7-9, buildings and structures could experience the strongest vibration during the use of pile-drivers and vibratory rollers. Vibration levels from pile-drivers could approach 1.519 in/sec PPV at a distance of 25 feet from the source and 0.190 in/sec at 100 feet, and vibration levels from vibratory rollers could approach 0.21 in/sec PPV at a distance of 25 feet and 0.026 at 100 feet. The threshold for historic structures is 0.12 in/sec PPV; the threshold is higher for residential buildings at 0.2 in/sec PPV.

Vibration levels from typical equipment, such as bulldozers and jackhammers, would not exceed FTA thresholds for historic structures and residential buildings at a distance of 25 feet or greater. However, vibration levels from pile driving equipment and vibratory rollers may exceed FTA thresholds.

Since at this stage of planning, project-level details are not available for individual development projects that would be carried out under TO2045, it is not possible to determine which projects may use pile driving or vibratory rollers and their exact vibration levels, locations, or time periods for construction of such projects. Therefore, construction vibration levels may exceed FTA vibration levels for preventing architectural building damage, and impacts would be potentially significant.

However, implementation of Mitigation Measure NOI-3 would reduce 2045 General Plan Update construction groundborne vibration and noise impacts in Thousand Oaks to a level of less than significant.

### *Operation*

Residential, commercial, industrial, and retail land uses facilitated by TO2045 would not involve substantial vibration sources associated with operation such as railroad and subway. Therefore, TO2045 operational groundborne vibration and noise impacts would be less than significant.

## **Mitigation Measures**

### *NOI-3 Construction Vibration Control Plan*

Prior to issuance of a building permit for a project that includes the following, the project applicant shall prepare a groundborne noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities:

- Pile driving within:
  - 135 feet of fragile structures such as historical resources
  - 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings)
  - 75 feet of engineered concrete and masonry (no plaster)
- A vibratory roller within:
  - 40 feet of fragile historical resources
  - 25 feet of any other structure
- A dozer or other large earthmoving equipment within:
  - 20 feet for a fragile historical structure
  - 15 feet of any other structure

The noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses, such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment, shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.

## **Significance After Mitigation**

Construction vibration impacts would be less than significant with implementation of Mitigation Measure NOI-3, which requires measures to reduce construction vibration.

**Threshold 3:** For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

**Impact NOI-3 THE PROJECT WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE PLANNING AREA TO EXCESSIVE NOISE LEVELS RELATED TO AIRSTRIP/AIRPORT OPERATION. NO IMPACT WOULD OCCUR.**

There are no airports located in Thousand Oaks. The nearest airport to the city of Thousand Oaks is the Oxnard Airport, which is located approximately 12 miles west of the city's western city limit line. The city of Thousand Oaks is located outside the airport's 65 dBA noise contour (Ventura County 2004). Therefore, development facilitated by TO2045 would not expose people residing or working in the Planning Area to excessive noise levels. No impact would occur.

### **Mitigation Measures**

No mitigation measures would be required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

## **4.7.4 Cumulative Impacts**

The geographic scope of the cumulative noise analysis is the city of Thousand Oaks and adjacent areas. The cumulative analysis considers the nearby past, present, and reasonably foreseeable future plans and projects listed in Table 3-1 (see Chapter 3.0, *Environmental Setting*) located in the Planning Area and Ventura County.

### **Construction Noise**

Construction noise generated by TO2045, in combination with construction activities for other cumulative projects that may be constructed simultaneously could, without mitigation, substantially increase noise levels in the vicinity of future projects. Mitigation measures have been identified to help reduce noise from construction equipment from TO2045 projects. Therefore, unless construction of cumulative projects, including those proposed under development facilitated by TO2045, occur near each other and simultaneously, noise from individual construction projects have a small chance of combining to create significant cumulative impacts. Although this scenario is unlikely, and mitigation measures would be implemented to the extent feasible, the potential remains for a cumulatively considerable increase in construction noise from TO2045 projects. Therefore, the cumulative impact related to construction noise would be significant and unavoidable.

### **Operational Stationary Noise**

Development facilitated by TO2045 would introduce new stationary noise sources to the ambient noise environment near the Planning Area, including new mechanical ventilation equipment. These sources may combine with other nearby cumulative projects to result in higher noise levels. However, operational noise from these sources is localized and rapidly attenuates within an urbanized setting due to the effects of intervening structures and topography that block the line of sight and due to other noise sources closer to receivers that obscure project-related noise.

Implementation of City Municipal Code noise standards would ensure that noise from new stationary sources as part of the cumulative projects would be within acceptable levels. Therefore, the cumulative impact related to operational stationary noise would be less than significant.

### **Operational Mobile Noise**

As discussed in Impact NOI-1, traffic noise increases from development facilitated by TO2045 would contribute to noise level increases that exceed impact criteria and would be cumulatively considerable. Therefore, in combination with traffic noise for other cumulative projects, the cumulative impact related to operational traffic noise would be significant and unavoidable.

### **Groundborne Vibration and Noise**

Although there could be other cumulative projects simultaneously under construction near a development project facilitated by TO2045, the potential for construction groundborne vibration and noise impacts is within relatively close distances (e.g., within approximately 25 feet for a vibratory roller). Since no two construction cumulative projects could both be within 25 feet of a given sensitive structure, cumulative groundborne vibration and noise impacts would be less than significant.

## 4.8 Paleontological Resources

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This section discusses existing paleontological resources in the Planning Area and potential impacts to paleontological resources due to implementation of the proposed project. Impacts to geology and soils are analyzed in Section 4.14, *Effects Found Not to be Significant*.

### 4.8.1 Setting

Paleontological resources, commonly referred to as fossils, are the evidence of once-living organisms preserved in the rock record. They include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., trackways, imprints, burrows, etc.). Paleontological resources are not found in “soil” but are contained within the geologic deposits or bedrock that underlies the soil layer or rock outcrops. Typically, fossils are greater than 5,000 years old (i.e., older than middle Holocene in age) and are typically preserved in sedimentary rocks. Although rare, fossils can also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions (Society of Vertebrate Paleontology [SVP] 2010). Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. It is possible to evaluate the potential for geologic units to contain scientifically important paleontological resources, and therefore evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they are discovered during construction of a development project.

The regional geology around Thousand Oaks was mapped at a scale of 1:24,000 by Dibblee and Ehrenspeck (1990, 1993). These authors identified 27 distinct geologic units underlying the Planning Area (Figure 4.8-1). Consistent with SVP (2010) guidelines, the paleontological sensitivity of the geologic units underlying the Planning Area are described below based on review of published geologic maps, a literature review, and online fossil locality databases. Table 4.8-1, following the geologic unit descriptions below, summarizes the age and paleontological sensitivity of each unit.

#### **Artificial fill (af)**

Artificial fill (af) is found in small areas of northern Thousand Oaks. Artificial fill consists of sediment that has been deposited by humans to change the natural grade of the land (Dibblee and Ehrenspeck 1993). Accordingly, these units are assigned no paleontological sensitivity.

#### **Quaternary stream channels (Qg)**

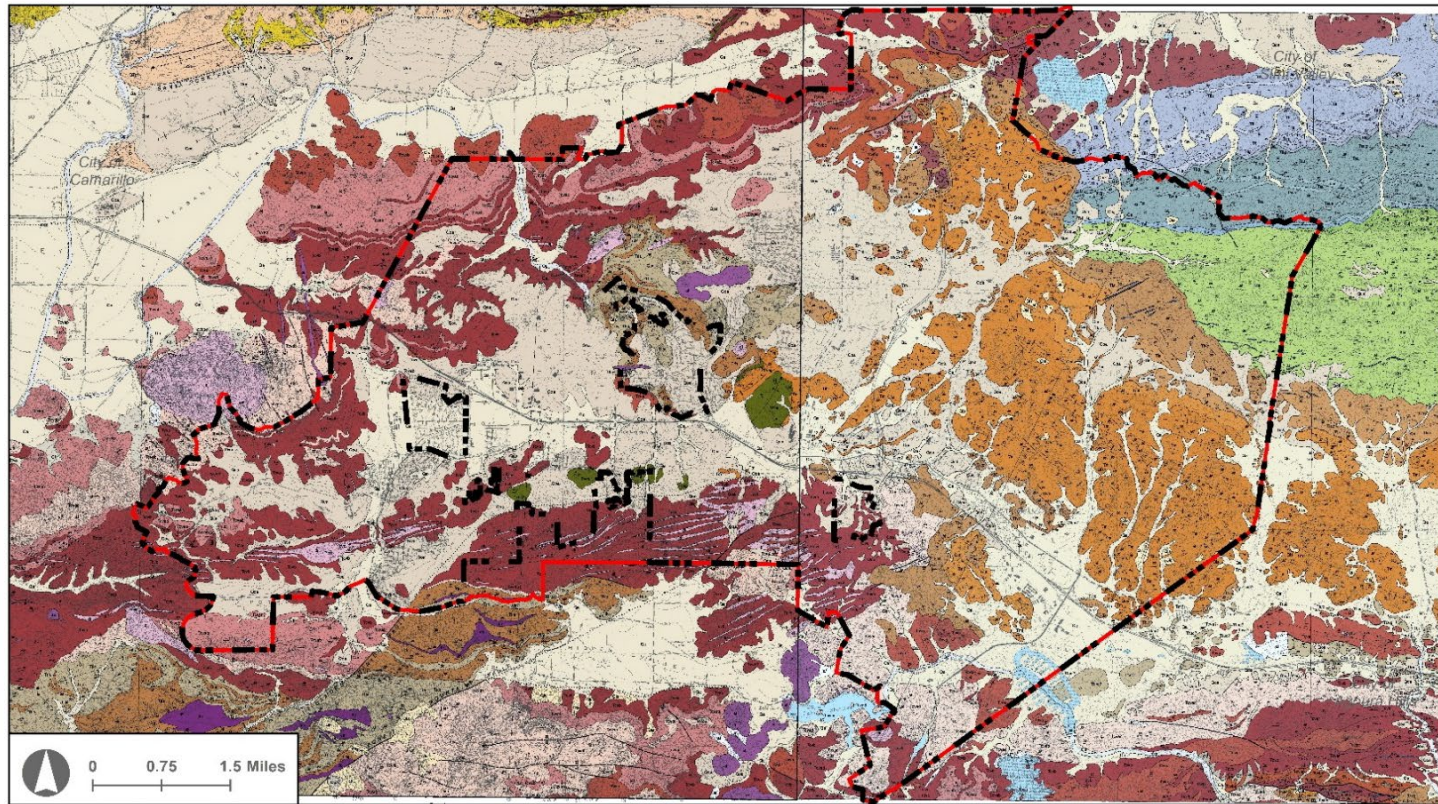
Quaternary stream channel deposits (Qg) underlie portions of Arroyo Conejo and Portrero Valley Creek in Thousand Oaks. Qg consists of gravel and sand within channel areas (Dibblee and Ehrenspeck 1990, 1993). Qg sediments cover areas receiving active sedimentation and are therefore too young to preserve paleontological resources. Qg sediments have low paleontological sensitivity.

#### **Quaternary alluvium (Qa)**

Quaternary alluvium (Qa) underlies many valley and canyon bottoms in Thousand Oaks. Qa consists of gravel, sand, and clay and is Holocene in age (Dibblee and Ehrenspeck 1990, 1993). This age means that Qa is likely too young (i.e., less than 5,000 years old) to preserve paleontological resources (SVP 2010). However, Qa may be underlain by older, more sensitive units in the subsurface. Near the edges of valleys or in narrow canyons, this transition depth may be as shallow as a few feet. Nevertheless, Qa sediments have low paleontological sensitivity.



Figure 4.8-1 Geologic Map of the Planning Area



Raimi + Associates 2019 | Data Source: Dibblee & Ehrenspeck "Geologic map of Camarillo & Newbury Park Quadrangles," 1990 and "Geologic map of Thousand Oaks Quadrangle," 1993.

- |   |  |   |
|---|--|---|
| City Limits   | Ttuc - upper Topanga Formation, shale and siltstone (Miocene)          | Ttlc - lower Topanga Formation, shale (Miocene)                   |
| City Sphere   | Tova - Conejo Volcanics, andesitic flows and breccias (Miocene)        | Ttis - lower Topanga Formation, sandstone (Miocene)               |
| <b>Geologic Units</b>                                   | Tcvab - Conejo Volcanics, andesitic breccia (Miocene)                  | Tsp - Sespe Formation (Oligocene)                                 |
| Qg - Quaternary stream channels (late Holocene)         | Tcvad - Conejo Volcanics, andesite-dacite breccia (Miocene)            | Tll - Lajas Formation, claystone and siltstone (Eocene)           |
| Qa - Quaternary alluvium (Holocene)                     | Tovbb - Conejo Volcanics, basaltic flow breccias (Miocene)             | Tlls - Lajas Formation, sandstone (Eocene)                        |
| Qls - Quaternary landslide deposits (Holocene)          | Tcvdb - Conejo Volcanics, dacite breccia (Miocene)                     | Tsu - Santa Susana Formation, claystone and siltstone (Paleocene) |
| Qoa - Quaternary older alluvium (Pleistocene)           | Tcvb & Tcvbp - Conejo Volcanics, basaltic flows and breccias (Miocene) | Tsus - Santa Susana Formation, sandstone (Paleocene)              |
| Tm - Monterey Formation (Miocene)                       | Tovs - Conejo Volcanics, basaltic sandstone and siltstone (Miocene)    | Tsl - Santa Susana Formation, Simi Conglomerate (Paleocene)       |
| Tml - lower Monterey Formation (Miocene)                | al - Conejo Volcanics, andesite (Miocene)                              | Kcs - Chatsworth Formation, sandstone (Cretaceous)                |
| Tls - sandstone of Lindero Canyon (Miocene)             | bi - Conejo Volcanics, basalt (Miocene)                                | Kcsh - Chatsworth Formation, clay shale (Cretaceous)              |
| Tlvc & Tlvcg - Conglomerate of Lindero Canyon (Miocene) | di - Conejo Volcanics, dacite (Miocene)                                |   |
| Ttus - upper Topanga Formation, sandstone (Miocene)     | db - Conejo Volcanics, diabase or ophiolitic basalt (Miocene)          |   |

### **Quaternary landslide deposits (Qls)**

Quaternary landslide deposits (Qls) are unconsolidated to moderately consolidated deposits with varying compositions that depend on their source rock (Dibblee and Ehrenspeck 1990, 1993). Several areas mapped as Qls are found in the Simi Hills and, less commonly, Santa Monica Mountains. Qls represents Holocene landslides, meaning that they are likely too young to preserve paleontological resources, and their coarse-grained nature makes them unlikely to preserve biological remains. Therefore, Qls has low paleontological sensitivity.

### **Quaternary older alluvium (Qoa)**

Quaternary older alluvium (Qoa) is found along the edges of valleys and the foothills of the Simi Hills and Santa Monica Mountains in Thousand Oaks. Qoa consists of unconsolidated to weakly consolidated alluvial sand, gravel, and clay that may be dissected by small channels and is late Pleistocene in age (Dibblee and Ehrenspeck 1990, 1993). Pleistocene alluvial sediments have produced significant fossils throughout Ventura County, including mammoths (*Mammuthus*), mastodon (*Mammot*) sea lions (*Otariidae*), sloths (*Pilosa*), camels (Camelidae), horse (*Equus*), and invertebrates (*Crustacea*, *Bivalvia*, *Gastropoda*) (Jefferson 2010, Paleobiology Database [PBDB] 2022, University of California Museum of Paleontology [UCMP] 2022). Given this fossil-producing history, Qoa has high paleontological sensitivity.

### **Monterey Formation (Tm) and lower Monterey Formation (Tml)**

The Monterey Formation (Tm) underlies much of the Simi Hills in Thousand Oaks. The Monterey Formation is a white-weathering, thick-bedded, brittle, siliceous shale or soft, punky shale that is late Miocene in age (Dibblee and Ehrenspeck 1990, 1993). The lower Monterey Formation (Tml) is found in the Simi Hills and foothills of the Santa Monica Mountains. Tml is similar to Tm except that it contains scattered, thin, hard, calcareous layers and concretions and is middle Miocene in age (Dibblee and Ehrenspeck 1993). The Monterey Formation is a marine unit that is fossiliferous throughout California (including Ventura County), producing numerous fish (*Actinopterygii*, *Chondrichthyes*), molluscan, crustacean, seal (*Pinnipedia*), sea cow (*Sirenia*), whale (*Cetacea*), and crocodylian fossils (Barboza et al. 2017, Leslie et al. 2019, PBDB 2022, Tweet et al. 2014, UCMP 2022). Therefore, Tm and Tml have high paleontological sensitivity.

### **Sandstone of Lindero Canyon (Tls)**

The sandstone of Lindero Canyon (Tls) is found in and around Lindero and Skeleton Canyons in the Simi Hills. Tls is a light gray to tan, friable to semi-coherent, typically massive, locally calcareous, and locally conglomeratic sandstone that is middle Miocene in age (Dibblee and Ehrenspeck 1990, 1993). Some authors refer these sediments to the upper Topanga Formation or Calabasas Formation. Dibblee and Ehrenspeck (1993) note that Tls is rarely fossiliferous, and these fossils are typically shallow marine mollusks. Nevertheless, the presence of these fossils demonstrates that Tls has the capability to preserve fossils, and the limited geographic distribution of Tls likely contributes to this heretofore lack of scientifically significant fossils. Therefore, Tls has high paleontological sensitivity.

### **Conglomerate of Lindero Canyon (Tlvc & Tvcg)**

The conglomerate of Lindero Canyon (Tlvc & Tvcg) is found in the Simi Hills and foothills of the Santa Monica Mountains. These sediments are middle Miocene in age and consist of gray to rusty brown, massive or crudely bedded, poorly sorted, subrounded conglomerate with up to boulder-sized igneous clasts that mainly originate from the Conejo Volcanics in a coarse-sandy matrix (Dibble and Ehrenspeck 1990, 1993). Large calcareous veins (mapped as cv) are locally present. Some authors refer these sediments to the upper Topanga Formation or Calabasas Formation. The very large clasts comprising Tlvc & Tvcg suggest a high-energy environment that is not particularly conducive to fossil preservation. Therefore, Tlvc & Tvcg are assigned low paleontological sensitivity.

### **Upper Topanga Formation: sandstone (Ttus), clay shale and siltstone (Ttuc)**

Dibblee and Ehrenspeck (1993) distinguish between sandstone (Ttus) and clay shale (Ttuc) facies of the upper Topanga Formation, both of which are found in small areas of southeastern Thousand Oaks. Ttus consists of light gray to tan, friable, massive to vaguely bedded sandstone with some clay shale interbeds (Dibblee and Ehrenspeck 1993). Ttuc consists of gray, soft and crumbly, thin-bedded clay shale and siltstone with local calcareous concretions and lenses and some thin sandstone interbeds (Dibblee and Ehrenspeck 1993). The upper Topanga Formation is middle Miocene in age. Sea cow (*Sirenia*), sea lion (*Otariidae*), walrus (*Odobenidae*), desmostylian (*Desmostylia*), shark (*Chondrichthyes*), and invertebrate (*Bivalvia*, *Crustacea*, *Gastropoda*) fossils are known from the Topanga Formation in Los Angeles, Orange, and Ventura counties (Aranda-Manteca et al. 1994, PBDB 2022, UCMP 2022, Velez-Juarbe 2017). Therefore, Ttus and Ttuc have high paleontological sensitivity.

### **Conejo Volcanics, basaltic sandstone, and siltstone (Tcvs)**

The Conejo Volcanics include many different types of middle Miocene-aged volcanic rocks that comprise much of the Santa Monica Mountains and Mount Clef Ridge. In northern Thousand Oaks, lenses of dark gray basalt-derived sandstone and siltstone (Tcvs) are large enough to be mappable (Dibblee and Ehrenspeck 1993). The fine-grained nature of Tcvs, relative to the more extensively mapped volcanic breccias, implies a longer process of weathering and transport prior to deposition. No fossils have yet been reported from Tcvs, but this geologic unit is only exposed in a few, small areas, limiting fossil discovery opportunities. To reflect this lack of knowledge, Tcvs is assigned unknown paleontological sensitivity.

### **Conejo Volcanics Extrusive Rocks: andesitic flows and breccias (Tcva), andesitic breccia (Tcvab), andesite-dacite breccia (Tcvad), basaltic flows and breccia (Tcvb & Tcvbp), basaltic flow breccias (Tcvbb), and dacite breccia (Tcvdb)**

The Conejo Volcanics include many different types of middle Miocene-aged volcanic rocks that comprise much of the Santa Monica Mountains and Mount Clef Ridge. The extrusive (i.e., crystallized at Earth's surface) Conejo Volcanics rock units mapped by Dibblee and Ehrenspeck (1990, 1993) are mixtures of unaltered igneous rocks and breccias. Unaltered igneous rocks cannot preserve paleontological resources, but breccias are formed by the weathering and deposition of igneous rocks and, therefore, may preserve paleontological resources. All the extrusive Conejo Volcanics geologic units found within Thousand Oaks contain breccias. Therefore, Tcva, Tcvab, Tcvad, Tcvb, Tcvbp, Tcvbb, and Tcvdb, have low paleontological sensitivity.

### **Conejo Volcanics Intrusive Rocks: andesite (ai), basalt (bi), dacite (di), and diabase or ophiolitic basalt (db)**

The Conejo Volcanics include many different types of middle Miocene-aged volcanic rocks that comprise much of the Santa Monica Mountains and Mount Clef Ridge and are less common within Thousand Oaks than extrusive rocks. These rocks cannot preserve paleontological resources due to the nature of their formation. Therefore, ai, bi, di, and db, have no paleontological sensitivity.

### **Lower Topanga Formation: sandstone (Ttls), clay shale (Ttlc)**

Dibblee and Ehrenspeck (1993) distinguish between sandstone (Ttls) and clay shale (Ttlc) facies of the lower Topanga Formation, both of which are found primarily in western and northern Thousand Oaks. Ttls consists of tan, arkosic sandstone with some shale interbeds (Dibblee and Ehrenspeck 1990, 1993). Ttlc consists of gray to gray-black, micaceous clay shale and siltstone with scattered thin layers of yellowish dolomitic shale and fine sandstone (Dibblee and Ehrenspeck 1990, 1993). The lower Topanga Formation is early to middle Miocene in age. Sea cow (*Sirenia*), sea lion (*Otariidae*), walrus (*Odobenidae*), desmostylian (*Desmostylia*), shark (*Chondrichthyes*), and invertebrate (*Bivalvia*, *Crustacea*, *Gastropoda*) fossils are known from the Topanga Formation in Los Angeles, Orange, and Ventura counties (Aranda-Manteca et al. 1994, PBDB 2022, UCMP 2022, Velez-Juarbe 2017). Therefore, Ttls and Ttlc have high paleontological sensitivity.

### **Sespe Formation (Tsp)**

The Sespe Formation (Tsp) is found in northern Thousand Oaks in the Simi Hills. The Sespe Formation primarily consists of gray-white to tan, medium- to coarse-grained sandstone and conglomerate (up to cobble-sized clasts) with thin lenses to reddish- to purplish-gray claystone (Dibblee and Ehrenspeck 1993). The Sespe Formation is Eocene and Oligocene in age and has an extensive history of producing terrestrial fossils in Los Angeles, Orange, Santa Barbara, and Ventura counties, including mammals (*Primates*, *Carnivorans*, *Artiodactyla*, *Perissodactyla*, *Rodentia*), reptiles (crocodilians, lizards, snakes, turtles), and invertebrates (*Bivalvia*, *Crustacea*, *Gastropoda*) (Barboza et al. 2017, Kelly and Stewart 1998, Kelly et al. 1991, PBDB 2022, UCMP 2022, Whistler and Lander 2003). Therefore, the Sespe Formation has high paleontological sensitivity.

### **Llajas Formation: sandstone (Tlls), claystone and siltstone (Tll)**

Dibblee and Ehrenspeck (1993) distinguish between sandstone (Tlls) and claystone and siltstone (Tll) facies of the Llajas Formation, which are found in northern Thousand Oaks. Tllc consists of tan, moderately coherent, fine- to medium-grained sandstone. Tll consists of gray, crumbly, micaceous siltstone and silty claystone. The Llajas Formation has produced extensive collections of Eocene bivalve, gastropod, and crustacean fossils, and shark and ray (*Chondrichthyes*) fossils are also known (PBDB 2022, UCMP 2022). Due to this fossil-producing history, Tlls and Tll have high paleontological sensitivity.

### **Santa Susana Formation: sandstone (Tsus), claystone and siltstone (Tsu), and Simi Conglomerate (Tsi)**

Dibblee and Ehrenspeck (1993) distinguish between sandstone (Tsus) and claystone and siltstone (Tsu) facies and the Simi Conglomerate Member (Tsi) of the Llajas Formation, which are found in northern Thousand Oaks. Tsus consists of tan, coherent, fine-grained sandstone with scattered calcareous concretions. Tsu consists of gray, micaceous claystone, and siltstone with thin sandstone



beds. Tsi consists of gray to brown conglomerate comprised of rounded; quartzite, metavolcanic, and granitic, cobble-sized clasts in a brown, sandy matrix. All members and facies of the Santa Susana Formation are Paleocene and possibly early Eocene in age. Bivalve, crustacean, and gastropod fossils are common in the Santa Susana Formation (PBDB 2022, Squire and Kennedy 1998, Tweet et al. 2014, UCMP 2022). Vertebrates are rare, but several turtle fossils have been recovered from the Santa Susana Formation. Due to this fossil-producing history, Tsus, Tsu, and Tsi, have high paleontological sensitivity.

### **Chatsworth Formation: sandstone (Kcs), and clay shale (Kcsh)**

Dibblee and Ehrenspeck (1993) distinguish between sandstone (Kcs) and clay shale (Kcsh) facies of the Chatsworth Formation, which are found in northern Thousand Oaks. Kcs consists of light gray to light brown, hard, coherent, medium-grained sandstone with thin beds of sandy siltstone (Dibblee and Ehrenspeck 1993). Kcsh consists of gray, crumbly, clay shale. Kcs and Kcsh are Late Cretaceous in age. Several fossil localities bearing sharks, ammonites, bivalves, gastropods are known from the Chatsworth Formation (PBDB 2022, UCMP 2022, Welton and Alderson 1981). Therefore, Kcs and Kcsh have high paleontological sensitivity.

**Table 4.8-1 Geologic Units in the Planning Area and their Paleontological Sensitivity**

<b>Geologic Unit</b>	<b>Age</b>	<b>Paleontological Sensitivity (SVP 2010)</b>
Artificial fill (af)	Late Holocene	None
Quaternary stream channels (Qg)	Holocene	Low
Quaternary alluvium (Qa)	Holocene	Low
Quaternary landslide deposits (Qls)	Holocene	Low
Quaternary older alluvium (Qoa)	Pleistocene	High
Monterey Formation (Tm)	Miocene	High
Lower Monterey Formation (Tml)	Miocene	High
Sandstone of Lindero Canyon (Tls)	Miocene	High
Conglomerate of Lindero Canyon (Tlvc/Tvcg)	Miocene	Low
Upper Topanga Formation, sandstone (Ttus)	Miocene	High
Upper Topanga Formation, clay shale and siltstone (Ttuc)	Miocene	High
Conejo Volcanics, basaltic sandstone and siltstone (Tcvs)	Miocene	Unknown
Conejo Volcanics, andesitic flows and breccias (Tcva)	Miocene	Low
Conejo Volcanics, andesitic breccia (Tcvab)	Miocene	Low
Conejo Volcanics, andesite-dacite breccia (Tcvad)	Miocene	Low
Conejo Volcanics, basaltic flows and breccia (Tcvb/Tcvbp)	Miocene	Low
Conejo Volcanics, basaltic flow breccias (Tcvbb)	Miocene	Low
Conejo Volcanics, dacite breccia (Tcvdb)	Miocene	Low
Conejo Volcanics, andesite (ai)	Miocene	None
Conejo Volcanics, basalt (bi)	Miocene	None
Conejo Volcanics, dacite (di)	Miocene	None
Conejo Volcanics, diabase or ophiolitic basalt (db)	Miocene	None
Lower Topanga Formation, sandstone (Ttls)	Miocene	High
Lower Topanga Formation, clay shale (Ttlc)	Miocene	High

<b>Geologic Unit</b>	<b>Age</b>	<b>Paleontological Sensitivity (SVP 2010)</b>
Sespe Formation (Tsp)	Eocene to Oligocene	High
Llajas Formation, sandstone (Tlls)	Eocene	High
Llajas Formation, claystone and siltstone (Tll)	Eocene	High
Santa Susana Formation, sandstone (Tsus)	Paleocene to early Eocene	High
Santa Susana Formation, claystone and siltstone (Tsu)	Paleocene to early Eocene	High
Santa Susana Formation, Simi Conglomerate Member (Tsi)	Paleocene to early Eocene	High
Chatsworth Formation, sandstone (Kcs)	Late Cretaceous	High
Chatsworth Formation, clay shale (Kcsh)	Late Cretaceous	High

SVP = Society of Vertebrate Paleontology

## 4.8.2 Regulatory Setting

### a. Federal Regulations

The following federal regulations would apply for projects that receive federal funding, are located on federal lands, or are subject to the NEPA.

#### **National Historic Preservation Act of 1966**

The National Historic Preservation Act applies to paleontological resources that are found in culturally related contexts; such related materials qualify as cultural resources. Consequently, recovery and treatment protocols included in the project-specific Cultural Resources Management Plan should be followed for discoveries of paleontological resources in culturally related contexts.

#### **Paleontological Resources Preservation Act of 2009**

The Paleontological Resources Preservation Act (PRPA) is part of the Omnibus Public Land Management Act of 2009 (PL 111-011 Subtitle D). This act directs the Secretary of the Interior or the Secretary of Agriculture to manage and protect paleontological resources on federal land and to develop plans for inventorying, monitoring, and deriving the scientific and educational use of such resources. It prohibits the removal of paleontological resources from federal land without a permit issued under this act, establishes penalties for violation of this act, and creates a program to increase public awareness about these resources. A paleontological resource use permit is required to collect paleontological resources of scientific interest. The act requires that paleontological resources collected under a permit remain U.S. property, preserved for the public in an approved repository, and available for scientific research and public education. The act also requires that the nature and location of paleontological resources on public lands remain confidential as a means of protecting the resources from theft and vandalism. Section 6301 of the PRPA and Departmental Proposed Rule at 43 CFR Part 49 define a paleontological resource as:

Any fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth, except that the term does not include— (A) any materials associated with an archaeological resource... (B) any cultural item... (3) Resources determined in writing by the authorized officer to lack paleontological interest or not provide information about the history of life on earth, based on scientific and other management considerations.

Consistent with the definition of a paleontological resource under the PRPA, those paleontological resources that lack scientific interest (e.g., resources that are ubiquitous or do not provide information about the history of life on earth) are considered scientifically non-significant fossils.

## **b. State Regulations**

### **CEQA – Paleontological Resources**

Paleontological resources are protected under CEQA, which states in part a project will “normally” have a significant effect on the environment if it, among other things, will disrupt or adversely affect a paleontological site except as part of a scientific study. Specifically, in Section VII(f) of Appendix G of the *CEQA Guidelines*, the Environmental Checklist Form, the question is posed thus: “Will the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.” To determine the uniqueness of a given paleontological resource, it must first be identified or recovered (i.e., salvaged). Therefore, CEQA mandates mitigation of adverse impacts, to the extent practicable, to paleontological resources.

CEQA does not define “a unique paleontological resource or site.” However, the SVP has defined a “significant paleontological resource” in the context of environmental review as follows:

Fossils and fossiliferous deposits, here defined as consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are typically to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years) (SVP 2010).

The loss of paleontological resources meeting the criteria outlined above (i.e., a significant paleontological resource) would be a significant impact under CEQA, and the CEQA lead agency is responsible for ensuring that impacts to paleontological resources are mitigated, where practicable, in compliance with CEQA and other applicable statutes.

### **California PRC**

Section 5097.5 of the PRC states:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

Here “public lands” means those owned by, or under the jurisdiction of, the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, public agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, and for permit actions (e.g., encroachment permits) undertaken by others.

## **c. Local Regulations**

There are no local regulations relevant to proposed project and paleontological resources.

### 4.8.3 Impact Analysis

#### **a. Methodology and Significance Thresholds**

##### **Methodology**

Rincon assessed the paleontological sensitivity of each of the 27 geologic units underlying the Planning Area according to SVP (2010) guidelines. The sensitivity assignments were made based on review of primary scientific literature, geologic maps, and online fossil databases. The sensitivity determined for each geologic unit is summarized in Table 4.8-1, earlier in this section.

##### **Significance Thresholds**

Appendix G of the *CEQA Guidelines* states the project would have a potentially significant impact it would:

1. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

##### *Paleontological Resources Sensitivity*

The SVP (2010) established guidelines for management of paleontological resources. These guidelines establish detailed protocols for the assessment of the paleontological (PAL) resource potential, or “sensitivity” of a project area and outline measures to follow in order to mitigate adverse impacts to known or unknown fossil resources during project development. Using baseline information gathered during a paleontological resource assessment, the paleontological resource potential of the geologic unit(s) or members thereof underlying a project area can be assigned to a high, undetermined, low, or no paleontological sensitivity category, as defined by SVP. This criterion is based on rock units in which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. While these standards were specifically written to protect vertebrate paleontological resources, all fields of paleontology have adopted these guidelines.

Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, rare, diagnostically important, or are common but have the potential to provide valuable scientific information for evaluating evolutionary patterns and geologic processes. New or unique specimens can provide new insights into evolutionary history; however, additional specimens of even well-represented lineages can be equally important for studying evolutionary pattern and process, and evolutionary rates. Even unidentifiable material can provide useful data for dating geologic units if radiocarbon dating is possible. As such, common fossils, especially vertebrates, may be scientifically important, and therefore considered highly significant.

In general, for geologic units with high sensitivity, full-time monitoring is recommended during any project-related ground disturbance. For geologic units with low sensitivity, protection or salvage efforts are not required. For geologic units with undetermined sensitivity, field surveys by a qualified paleontologist are usually recommended to specifically determine the paleontological potential of the rock units present in the study area. For geologic units with no sensitivity, a paleontological monitor is not required.



## b. Project Impacts and Mitigation Measures

**Threshold 1:** Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

**Impact PAL-1 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT HAS THE POTENTIAL TO IMPACT PALEONTOLOGICAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.**

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Significant impacts to paleontological resources can only be determined once a specific project has been proposed, because the effects are highly dependent on both the individual project site conditions and the characteristics of the proposed ground-disturbing activity. Ground-disturbing activities associated with construction facilitated by TO2045 in areas mapped as paleontologically sensitive, or to depths at which paleontologically sensitive units could be disturbed, have the potential to damage or destroy scientifically important paleontological resources.

The Conservation Element of the proposed project discusses the context of “Paleontological Resources” within Thousand Oaks, including their importance and distribution, within the “Cultural Resources” section.

Paleontology is the study of prehistoric life as shown by fossil remains. Fossils are mineralized or petrified impressions of plants and animals from past geologic ages. Virtually all the fossils within the city are contained in sedimentary rocks due to the depositional nature of their origin. These rocks consist of shales, sandstones, siltstones and conglomerate, and date from ancient times when the area was submerged under shallow seas or when swampy terrestrial environments were more frequent. In these kinds of environments hard parts of once living organisms can fall into the substrate and become covered by sediment, gradually becoming mineralized and eventually forming a fossil. The principal sedimentary bedrocks in the city include the Miocene age Topanga and Monterey formations in the eastern and southern areas of the city and the Sespe, Llajas, Santa Susana and Chatsworth formations of Oligocene to Cretaceous age found near the northeast part of the city.

The following policies included in the proposed project’s Conservation Element address paleontological resources:

- **Policy 11.2: Cultural Resource Preservation.** Require that new development preserve or mitigate impacts to significant historic, archaeological, and paleontological resources.
- **Policy 11.7: Resource Stakeholder Engagement.** Decisions pertaining to the disposition of archaeological, paleontological, historical, and cultural resources shall be made in concert with recognized public agencies, groups or individuals having jurisdiction, expertise, or interest in these matters, including but not limited to the State Office of Historic Preservation, Ventura County Cultural Heritage Board, and local Native American organizations, and affected property owners.

Although these proposed policies would reduce impacts, ground-disturbing activities associated with construction facilitated by the project have the potential to damage or destroy paleontological resources that may be present on or below the ground surface in areas of high paleontological sensitivity. Consequently, damage to or destruction of fossils could occur due to development facilitated by the project. Therefore, this impact would be potentially significant. Implementation of mitigation is required.

## **Mitigation Measures**

### *PAL-1 Retention of Qualified Professional Paleontologist*

Prior to submittal of a discretionary development application in areas underlain by high or undetermined sensitivity geologic units (i.e., Quaternary older alluvium, Monterey Formation, Lower Monterey Formation, Sandstone of Lindero Canyon, Conglomerate of Lindero Canyon, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Conejo Volcanics, basaltic sandstone and siltstone, Lower Topanga Formation, sandstone, Lower Topanga Formation, clay shale, Sespe Formation, Lajas Formation, sandstone, Lajas Formation, claystone and siltstone, Santa Susana Formation, sandstone, Santa Susana Formation, claystone and siltstone, Santa Susana Formation, Simi Conglomerate Member, Chatsworth Formation, sandstone, Chatsworth Formation, clay shale), the City shall require a Qualified Professional Paleontologist [as defined by the SVP (2010)] to be retained by the project applicant to determine the project's potential to significantly impact paleontological resources according to SVP (2010) standards. If necessary, the Qualified Professional Paleontologist shall recommend mitigation measures to reduce potential impacts to paleontological resources to a less-than-significant level. These measures may include, but not be limited to, implementation of a Worker Environmental Awareness Program, on-site paleontological monitoring, and fossil salvage, if applicable. The City shall review and approve the Qualified Professional Paleontologist's findings and recommendation. All recommendations shall be incorporated into the project plans prior to issuance of a grading permit.

## **Significance After Mitigation**

Implementation of Mitigation Measure PAL-1 would set standards for determining a project's potential to disturb paleontological resources and would require implementation of mitigation developed by a paleontologist to minimize the disturbance of paleontological resources, if applicable. With implementation of Mitigation Measure PAL-1, this impact would be less than significant.

### **4.8.4 Cumulative Impacts**

Cumulative development under the 2045 General Plan could disturb areas that may potentially contain paleontological resources. The potential for impacts from individual developments is site-specific and depends on the location and extent of ground disturbance associated with each individual development proposal. By its nature, the 2045 General Plan considers the cumulative development that could occur in the Planning Area. Accordingly, the cumulative impacts assessment area for paleontological resources is the Planning Area.

The development envisioned in the 2045 General Plan would continue to be subject to existing State and local requirements, and discretionary projects may be subject to project-specific mitigation requirements under CEQA. In addition, future development in Thousand Oaks would comply with 2045 General Plan policies and goals to ensure that paleontological resources encountered during construction would be properly recovered and curated. Potential impacts to paleontological resources would also be minimized with implementation of Mitigation Measure PAL-1, on a site-specific basis as applicable. Therefore, the proposed project's contribution to cumulative impacts related to the destruction, damage, or loss of undiscovered scientifically important paleontological resources would be less than significant.

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## 4.9 Population and Housing

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This section summarizes the existing population, housing, and employment trends in Ventura County and Thousand Oaks and analyzes TO2045’s potential effects on population and housing.

### 4.9.1 Setting

Thousand Oaks is located in the Conejo Valley, in eastern Ventura County close to the border with Los Angeles County. Ventura County contains 10 incorporated cities—Camarillo, Fillmore, Moorpark, Ojai, Oxnard, Port Hueneme, Ventura, Santa Paula, Simi Valley, and Thousand Oaks. Unincorporated areas in the county include the communities of Oak View, Mira Monte, Meiners Oaks, Somis, Santa Rosa Valley, Casa Conejo, Oak Park, El Rio, Nyeland Acres, Saticoy, Piru, and Bell Canyon. The DOF data indicates the county’s population as approximately 831,533 persons, with 93,393 persons living in unincorporated areas and 738,140 persons living in incorporated parts of the county (DOF 2023).

### Population

The city of Thousand Oaks is the second most populous city in Ventura County. As shown in Table 4.9-1, DOF estimates indicate that the city’s population was 124,439 persons in 2022, a slight decrease in population (approximately 1.3 percent) from 126,059 persons in 2021 (DOF 2023). Ventura County experienced a decline in population from 2020 to 2022 of approximately 1 percent.

**Table 4.9-1 Thousand Oaks Population 2010 to 2022**

Year	Population	Change from Previous Year (%)
2020	126,618	--
2021	126,059	-0.4%
2022	124,439	-1.3%

Source: Department of Finance 2023

SCAG estimates that, by 2045, the projected population of Ventura County could increase to approximately 947,000 persons, representing an approximate growth rate of 13 percent over the next 20 years (SCAG 2020).

Table 4.9-2 details the current population, projected 2045 population, growth rate for each city, and the total unincorporated areas in Ventura County.

**Table 4.9-2 Current and Projected Populations for Ventura County**

	Current Population	Projected 2045 Population	Growth Rate
<b>Incorporated Ventura County</b>			
Camarillo	69,925	76,100	8%
Fillmore	16,454	18,600	13%
Moorpark	35,380	42,400	20%
Ojai	7,568	7,900	4%
Oxnard	199,839	238,100	19%
Port Hueneme	21,552	22,400	4%
Ventura	107,505	123,900	16%
Santa Paula	31,145	35,400	14%
Simi Valley	124,333	137,000	10%
Thousand Oaks	124,439	144,700	16%
Unincorporated Ventura County	93,393	101,300	8%
<b>Total Ventura County</b>	<b>831,533</b>	<b>947,000</b>	<b>14%</b>

Sources: Department of Finance 2023, Southern California Association of Governments 2020

### Housing Units and Household Size

A household is defined as a group of people who occupy a housing unit (U.S. Census Bureau 2021). A household differs from a dwelling unit because the number of dwelling units includes both occupied and vacant dwelling units. Typically, not all of the population in a given area lives in households. A portion of the population lives in group quarters, such as board and care facilities, while others are homeless.

SCAG estimates that the growth in new housing units out to the year of 2045 accounted for approximately 51,300 housing units in Thousand Oaks and approximately 306,000 housing units in Ventura County (SCAG 2020).

In 2022, the city had 48,207 housing units and an average household size of 2.62 persons per household (DOF 2023). These included 32,495 single-detached residential units, 5,570 single-attached residential units, 9,000 multifamily residential units, 1,142 mobile homes, and 2,225 “group quarters,” which can include nursing homes. There are 294,989 housing units in Ventura County, with a higher average household size of 2.91 persons per household than Thousand Oaks (DOF 2023). Thousand Oaks housing vacancies remained at 3.1 percent between 2020 and 2022. This 2022 vacancy rate was 1.6 percent lower than the countywide vacancy rate of 4.7 percent. Table 4.9-3 details 2022 population, housing, and growth data, as well as projected 2045 estimates for the city.

**Table 4.9-3 SCAG Population and Housing Trends for the City of Thousand Oaks**

	2022 <sup>1</sup>	2045 <sup>2</sup> Projections	Projected Change 2022-2045	Growth Rate 2022-2045
Population	124,439	144,700	20,261	16%
Housing Units <sup>2</sup>	48,207	51,300	3,093	6.4%

<sup>1</sup> Department of Finance 2023

<sup>2</sup> Southern California Association of Governments 2020

Sources: Department of Finance 2023, Southern California Association of Governments 2022

### *Regional Housing Needs Assessment*

Connect SoCal 2020, adopted by SCAG on September 3, 2020, is a regional transportation and land use roadmap for future growth in the SCAG region, which includes the cities and communities in the counties of Los Angeles, Imperial, Orange, Riverside, San Bernadino, and Ventura.

SCAG also notes that the number of housing units in the city could increase to 51,300 housing units by 2045. Using the current housing units estimate of 47,373 (based on 2.62 person per household) (DOF 2023), this projection is an increase of 3,927 housing units between 2022 and 2045 and entails a 6.4 percent increase in housing units. The city’s projected increase in population would account for approximately 17 percent of the projected population increase and approximately 19 percent of the projected housing units increase for Ventura County by the year 2045.

As required by the HUD, SCAG establishes an RHNA allocation for each of its member jurisdictions. This targeted approach to identifying housing need is a mechanism to meter the region’s growth, so that the RHNA effectively addresses and tempers housing supply and demand in the SCAG region. For the 8-year Housing Element cycle from 2021-2029, the city received an RHNA allocation of 2,621 units (SCAG 2021); based on the current housing unit estimate of 48,207 units (DOF 2023), this RHNA allocation represents a 5 percent increase in housing units in the city. The 2021-2029 RHNA for the city allocated 735 units for the very low-income group, 494 for low-income, 532 for moderate-income, and 860 for above moderate-income (City of Thousand Oaks 2022). The City’s recently updated Housing Element reflects the manner by which the City will accommodate this increase in residential development, including through rezoning underutilized parcels, such as those included in the project site, to accommodate residential or a mix of residential and commercial development. Table 4.9-4 shows the city’s allocation from the 2021-2029 RHNA, distributed among the four income categories.

**Table 4.9-4 City of Thousand Oaks Regional Housing Needs Assessment 2021-2029**

<b>Income Group</b>	<b>Sixth Cycle (2021-2029) RHNA Allocation (units)</b>
Very Low: up to 50 percent of area median income	735
Low: between 51 and 80 percent of area median income	494
Moderate: between 81 and 120 percent of area median income	532
Above Moderate	860
<b>Total</b>	<b>2,621</b>

RHNA = Regional Housing Needs Allocation

Source: Southern California Association of Governments 2021

### **Employment Trends**

Jurisdictions throughout California have used jobs-housing ratios as an overall indicator of both availability of jobs in an area, providing residents with an opportunity to work locally, and availability of housing, providing employees with adequate housing opportunities. The jobs-housing balance is the ratio of jobs to housing in a given metropolitan sub-area. It may be considered at the metro/regional level, or municipality level, or an area linked by commuter transit means. If the jobs-housing balance is too high, adequate housing may be unaffordable or unavailable to workers in that area, leading to issues such as housing unaffordability and traffic congestion from in-commuting workers. If jobs-housing balance is too low, this may indicate inadequate job availability for area residents. Therefore, an appropriate balance of jobs and housing is considered beneficial as

it provides residents an opportunity to work locally and avoid employment commutes to other places in the region. However, a ratio that strictly measures jobs per housing unit may not accurately convey whether a city has a healthy balance of jobs and housing units, as some community dynamics may affect the ratio, such as large retirement communities. Therefore, this analysis instead considers the ratio of jobs to employed residents that live in the city’s jurisdictional boundary to evaluate the job-housing balance. This ratio is an indicator of the balance between the number of jobs relative to the labor force in the city. This ratio also shows if there are enough jobs and housing to support existing residents.

SCAG estimates that Ventura County had approximately 335,000 total jobs in 2016, and will have approximately 389,000 jobs in 2045, representing a 16.1 percent increase in total employment (SCAG 2020). The city’s projected increase in employment would account for approximately 18 percent of the projected employment increase for Ventura County by the year 2045. Based on data from SCAG, the city’s employment base is expected to increase from approximately 70,100 jobs in 2016 to approximately 80,000 jobs in 2045, reflecting a 14.1 percent increase in employment (SCAG 2020). Thousand Oaks would be a net importer of jobs, with roughly 44,000 employees commuting into the city for work, and 36,400 residents commuting out of the city to work elsewhere (City of Thousand Oaks 2020). Approximately 14,000 workers live and are employed in the city, which is a high proportion compared to other communities with a similar net import jobs ratio. The 2019 median household income in the city was \$109,378, which was higher than the county average (\$88,131) and the state average (\$75,235) (U.S. Census Bureau 2022).

## 4.9.2 Regulatory Setting

### a. Federal Regulations

No federal plans, policies, regulations, or laws related to population and housing are applicable to the proposed plan.

### b. State Regulations

#### **California Government Code Section 65584(a)(1)**

Pursuant to California Government Code Section 65584(a)(1), the California Department of Housing and Community Development (HCD) is responsible for determining the regional housing needs assessment (segmented by income levels) for each region’s planning body known as a “council of governments” (COG), SCAG being the COG serving the Southern California area. HCD prepares an initial housing needs assessment and then coordinates with each COG to arrive at the final regional housing needs assessment.

#### **SB 375**

SB 375 or the Sustainable Communities and Climate Protection Act of 2008 establishes a process for the CARB to implement the State’s global warming legislation for the transportation sector. CARB is required to adopt regional GHG targets for emissions associated with the automobile and light truck sector. SB 375 requires MPOs, such as the Metropolitan Transportation Commission (MTC), to develop an SCS—a new element of the RTP—to strive to reach these GHG reduction targets. SB 375 ties the RHNA process to the RTP process, requires local governments to rezone their general plans consistent with the updated housing element within 3 years of adoption, and provides that RHNA

allocations must be consistent with the development pattern in the SCS. It moves the RHNA process to an 8-year cycle from the current 5-year cycle. SB 330 (Housing Crisis Act of 2019)

The Housing Crisis Act of 2019 (SB 330) seeks to accelerate housing production in the next half decade through 2025 by eliminating some of the most common entitlement impediments to the creation of new housing. These may include delays in the local permitting process and cities enacting new requirements after an application is complete and undergoing local review—both of which can exacerbate the cost and uncertainty that sponsors of housing projects face. In addition to speeding up the timeline to obtain building permits, the bill prohibits local governments from reducing the number of homes that can be built through down-planning or down-zoning or the introduction of new discretionary design guidelines. The bill is in effect as of January 1, 2020, and expires on January 1, 2025.

### **State Housing Element Law**

California State law for Housing Elements (California Government Code Article 10.6) requires each city and county to prepare and maintain a current Housing Element as part of the community's general plan. This requirement allows California to attain a statewide goal of providing "decent housing and a suitable living environment for every California family." These statutes, under Government Code Sections 65580-65589.9, mandate that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, State housing policy rests largely on the effective implementation of local general plans and in particular, housing elements. Additionally, Government Code Section 65588 dictates that housing elements must be updated at least once every 8 years and reviewed by the HCD.

As part of its Housing Element Law, California requires that each county and city develop local housing programs to meet their "fair share" of future housing growth needs for all income groups, as determined by the DOF. The regional councils of government, including SCAG, are then tasked with distributing the State-projected housing growth need for their region among their city and county jurisdictions by income category. This fair share allocation is referred to as the RHNA process. The RHNA represents the minimum number of housing units each community is required to plan for through a combination of: (1) zoning "adequate sites" at suitable densities to provide affordability, and (2) housing programs to support production of below-market rate units.

### **AB 2853**

SCAG has been designated by the State of California and the federal government as the official MPO for the six counties in its jurisdiction. AB 2853, enacted in 1980, requires all cities to address their regional "fair share allocation" of housing needs by income group in their general plan housing elements. SCAG allocates housing needs for each city and county in the region according to four specified income levels, so that each jurisdiction can make plans to provide for its "fair share" of regional housing needs by income group, pursuant to California Government Code Section 65584(a). SCAG reviews projects of regional significance for consistency with regional plans, prepares the RHNA, and provides a policy guide for planning the region's housing, economic development, environmental quality, transportation, recreation, and health and safety.



## **Fair Employment and Housing Act**

The Fair Employment and Housing Act of 1959 (Government Code Section 12900 *et seq.*) prohibits housing discrimination based on race, color, religion, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

## **The Unruh Civil Rights Act**

The Unruh Civil Rights Act of 1959 (Civil Code Section 51) prohibits discrimination in “all business establishments of every kind whatsoever.” The provision has been interpreted to include businesses and persons engaged in the sale or rental of housing accommodations.

## **Relocation Assistance: California Government Code Section 7261(a)**

Section 7261(a) of the California Government Code requires that programs or projects undertaken by a public entity must be planned in a manner that: (1) recognizes, at an early stage in the planning of the programs or projects and before the commencement of any actions that will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of these problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion. The displacing agency must ensure that the relocation assistance advisory services are made available to all persons displaced by the public entity. If the agency determines that any person occupying property immediately adjacent to the property where the displacing activity occurs is caused substantial economic injury because of the displacement, the agency may also make the advisory services available to that person.

## **c. Regional Regulations**

### **SCAG**

SCAG functions as the MPO for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, as well as incorporated cities within those counties, and as such, it develops and maintains regional and local area socio-economic forecasting and allocation models (SCAG 2020). These estimates and projections are used for both federal and State long-range planning efforts. Additionally, these forecasts are used to help develop and analyze potential impacts stemming from both public and private sector projects.

The 2020 Connect SoCal is the most recent update to the RTP/SCS and represents the most likely future growth scenario for the region based on information available at the time it was prepared (SCAG 2020). Connect SoCal includes projections to 2045, accounting for a combination of recent and past trends and reasonable key technical assumptions. SCAG also sought input from local cities to prepare the RTP/SCS.

SCAG uses three major growth indicators for the region: population, households, and employment. SCAG’s regional forecast maintains the balance between employment, population, and households due to their interrelationship, assuming that employment growth is a driving force of regional population and household growth. Population, household and employment estimates and forecasts are maintained at the jurisdictional and county level. The employment-population-household forecast framework has been the basis for developing the growth forecast for the SCAG region (SCAG 2020).

## RHNA

As noted above, California’s Housing Element law requires that each city develop local housing programs to meet its “fair share” of future statewide housing growth needs for all income groups, as determined by the HCD. The regional councils of government, including SCAG, are then tasked with distributing the State-projected housing growth need by income category for their regions among their city and county jurisdictions. This fair share allocation is referred to as the RHNA process. SCAG prepared the RHNA allocation in October 2020 to address the State-mandated regional housing need determination for the 2021-2029 planning period and to fairly distribute the housing needs throughout the region (SCAG 2021).

The RHNA represents the minimum number of housing units each community is required to plan for through a combination of: (1) zoning adequate sites at suitable densities to provide affordability, and (2) housing programs to support production of below-market rate units. The City’s allocations from the 6th Cycle RHNA, distributed among the four income categories is shown in Table 4.9-4 above. Some of the City’s RHNA allocation is being met through the addition of ADUs to existing single-family development, and some is being met by projects that were approved before the Housing Element was updated but were not yet built. The proposed project would contribute to the remaining RHNA allocation.

### d. Local Regulations

#### Thousand Oaks 2021-2029 Housing Element

The Housing Element is one of the seven required elements of the General Plan. The city adopted the 6th Cycle 2021-2029 Housing Element on January 25, 2022, which covers the period from June 30, 2021, to October 15, 2029. TO2045 incorporates the adopted 2021 Housing Element. No changes are being proposed to the Housing Element as part of its incorporation into TO2045.

The purpose of the Housing Element is to identify and analyze existing and projected housing needs to preserve, improve, and develop housing for all economic segments of the community. The Housing Element identifies the nature and extent of the city’s housing needs along with goals and programs intended to meet identified needs. The following goals and programs are from the 2021 Housing Element and are designed to address the housing needs of Thousand Oaks, including preserving affordable housing units. Please refer to the 2021 Housing Element for a detailed explanation of all programs associated with these goals (City of Thousand Oaks 2023):

#### *Goals*

- **Goal 1:** Provide a wide range of housing opportunities for persons of all income levels.
- **Goal 2:** Provide housing opportunities for persons with special needs.
- **Goal 3:** Maintain and improve the existing housing stock of the City by reducing housing deterioration.
- **Goal 4:** Preserve existing affordable housing opportunities.
- **Goal 5:** Affirmatively further fair housing.

### *Programs*

- **Program 1:** Adequate sites for RHNA and Monitoring of No Net Loss
- **Program 2:** By-Right Approval of Projects with 20 Percent Affordable Units
- **Program 3:** Accessory Dwelling Units (ADUs)
- **Program 4:** Lot Consolidation
- **Program 5:** Shopping Center and Commercial Corridor Redevelopment
- **Program 6:** Streamlined Review
- **Program 7:** Affordable Housing Development
- **Program 8:** Zoning Code Amendments
- **Program 9:** County of Ventura Interagency Task Force to Implement the Plan to End Homelessness
- **Program 10:** Housing and Supportive Services
- **Program 11:** Residential Resale Housing Program
- **Program 12:** Mobile Home Rehabilitation
- **Program 13:** Rental Housing Rehabilitation
- **Program 14:** Affordable Housing Monitoring and Preservation of At-Risk Housing
- **Program 15:** Fair Housing Outreach and Enforcement
- **Program 16:** Housing Mobility
- **Program 17:** New Opportunities in High Resource Areas
- **Program 18:** Neighborhood Improvement Program
- **Program 19:** Tenant protection and Anti-Displacement

### **Thousand Oaks Zoning Ordinance**

The Thousand Oaks Municipal Code Title 9, Chapter 4 constitutes the Zoning Ordinance for the city. Article 18 of the Zoning Ordinance establishes guidelines for design review in all zone types, to achieve consistent site, landscape, and building theme design. Design review criteria require existing design standards in addition to existing zoning regulations, and these standards specify land uses, densities, and intensities for various zoning districts in Article 18. Zoning regulations provide for the types and densities of residential and other uses permitted in each of the city's zones. The Zoning Code for the City of Thousand Oaks establishes the maximum allowable development in a zone. Zoning also includes height limitations and other development standards, which together regulate setbacks, building heights, FAR, open space, and parking for each parcel in the city, as applicable.

### **Measure E Ordinance – Ordinance No. 1280-NS**

Passed by voters in 1996, Measure E requires voter approval for any amendment to the Land Use Element of the City's General Plan that:

- Increases residential land use density beyond the City's General Plan of November 5, 1996 or
- Increases the amount of commercial acreage beyond the City's General Plan of November 5, 1996
- In 2017, after a comprehensive analysis of the residential baseline that existed when Measure E was approved in 1996, no changes were found to baseline between 1996 and 2017. Impact Analysis

### 4.9.3 Impact Analysis

#### **a. Methodology and Significance Thresholds**

According to *CEQA Guidelines* Appendix G, impacts related to population and housing (POP) would be potentially significant if a project would:

1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); and/or
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

For purposes of analysis, *substantial population growth* is defined as growth exceeding the current SCAG population forecasts for the city. Substantial displacement would occur if allowed land uses would displace more residences than would be accommodated through growth facilitated by the proposed project.

Changes to the population due to the normal operation of the housing market are speculative and not within the scope of this analysis. Both TO2045-enabled and market-driven housing development and TO2045 implementation may change some population characteristics of a community. However, unless population characteristic changes lead to physical changes in the environment, population characteristic changes themselves do not constitute significant environmental effects.

#### **b. Project Impacts and Mitigation Measures**

**Threshold 1:** Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**Impact POP-1 IMPLEMENTATION OF THE PROPOSED PROJECT COULD ACCOMMODATE MORE GROWTH THAN ENVISIONED IN SCAG'S LATEST RTP/SCS. HOWEVER, POLICIES AND ACTIONS INCLUDED IN THE PROPOSED PROJECT WOULD ADEQUATELY ADDRESS THE PROJECTED POPULATION GROWTH. THUS, THE PROPOSED PROJECT IS DESIGNED FOR PLANNED AND ORDERLY GROWTH THAT IMPROVES THE BALANCE OF JOBS AND HOUSING. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

SCAG's RCP and RTP/SCS serve as a framework for addressing problems and creating a path to correct issues on a regional level through 2045. The RCP is divided into nine chapters that include key areas where resource management is necessary due to the urban growth the region experiences. Population projections are made through the RTP/SCS and are the basis for growth for the RCP.

As explained in Section 2, *Project Description*, reasonably foreseeable development under the proposed project is projected to result in approximately 7,871 new residential units and 11,845 new jobs. Based on Thousand Oaks' average household size of 2.62 persons (DOF 2023), this would lead to an increase of approximately 20,700 residents in the city, increasing Thousand Oaks' total population to 145,139, which is above SCAG's 2045 population forecast of 144,700 residents (SCAG 2020). The addition of approximately 20,700 residents constitutes an approximate 16.7 percent population increase between 2022 and 2045. Therefore, the proposed project could accommodate

substantial population growth in the area. However, the following proposed policies and implementation actions in the Land Use Element address potential impacts from population growth:

- **Policy 1.3: Balance Character and Infill.** Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the city.
- **Policy 1.5: Mixed-Use Development.** Allow mixed-use developments, consistent with the General Plan land use map, to support a healthy jobs/housing balance, promote walkability, and increase economic vibrancy.
- **Policy 2.1: Maintenance and Improvement of Residential Properties.** Require the ongoing maintenance and improvement of existing residential properties.
- **Policy 2.4: Building Additions.** Building additions and expansions should use matching materials to ensure compatibility with the existing character of the neighborhood.
- **Policy 3.1: Diversity of Housing.** Promote a diversity of housing types in locations throughout the city, specifically in neighborhood areas that contain goods and services, parks and open space, and public schools in a walkable setting.
- **Policy 3.2: Housing for Different Life Stages and Incomes.** Encourage new housing types for all residents including young professionals, older adults, and middle- and low-income families.
- **Policy 3.3: Intergenerational Supportive Housing.** Support extended family living in single-family neighborhoods through modifications to existing homes.
- **Policy 3.4: Aging in Place.** Promote development of housing types that support opportunities to age in place.
- **Policy 3.5: Housing for Special Needs.** Support housing for older adults, special needs groups (including those with developmental disabilities), and non-traditional family groups by allowing a diverse range of housing configurations and universally accessible design features.
- **Policy 5.4: Residential Infill Within Commercial Shopping Centers.** Encourage infill residential development on underutilized parking lots in mixed-use areas while also maintaining the site's retail and commercial activity.
- **Policy 5.5: Land Use Integration.** Provide infrastructure connectivity between mixed-use development and surrounding land uses, including pedestrian trails, bikeways, park lands, commercial retail, and employment uses.
- **Policy 6.9: Employee Services.** Enhance the working environment by allowing and promoting small retail, restaurants, day care, and service uses that directly serve employees.
- **Policy 6.11: Jobs/Housing Relationship.** Work with large employers to explore programs and policies that promote additional housing in Thousand Oaks to support a growing number of employees. These could include incentives to build housing for company employees, a jobs-housing linkage fee, and other impact fees.
- **Policy 12.12: Parks and Open Space Areas.** Create, maintain, and enhance park and open space facilities that provide physical, mental, and social benefits for all ages.
- **Implementation Action LU-A.1: Comprehensive Zoning Code Update.** Following the adoption of the General Plan, prepare a comprehensive update to the City's Zoning Code.

- **Implementation Action LU-A.6: Update Specific Plans.** Update Specific Plans where policy changes are required pursuant to the 2045 General Plan policies, starting with the Thousand Oaks Boulevard Specific Plan.
- **Implementation Action LU-A.7: Specific Plan or Master Plan Preparation.** Coordinate with property owners of key opportunity sites to prepare Specific Plan or Master Plan efforts for the following areas:
  - The Oaks
  - Moorpark Road/Janss Marketplace
  - US 101 Corridor/Borchard Property

As discussed in Section 4.9.1, *Setting*, Thousand Oaks is projected by SCAG to be a net importer of jobs, which means that workers must travel into the city for employment. Growth under the proposed project would result in a more balanced jobs-housing ratio in 2045 by increasing housing available in Thousand Oaks and near jobs, specifically through mixed-use and affordable housing. Therefore, such growth would not result in substantial adverse effects associated with an increased imbalance of jobs and housing in the city.

Secondly, growth carried out under the proposed project would be substantial but would not be “unplanned.” As discussed in Section 2, *Project Description*, the proposed project’s vision for the city was developed with extensive community input and in recognition of the State’s planning priorities. The proposed project focuses on building a thriving and tight-knit community with a high quality of life, including supporting its biotech and emergency technology businesses. The proposed project identifies major strategies and physical improvements for the city through 2045. These strategies include enhancing and expanding the city’s multi-modal trail network and complete streets, preserving and enhancing residential neighborhoods, creating a Downtown Core, revitalizing portions of the city as higher density mixed-use areas, expanding biotech and technology businesses, strengthening tourism and hospitality sectors, expanding public facilities and services, and achieving long-term fiscal sustainability. These strategies will support existing and future employees, businesses, and residents. The potential environmental impacts of growth carried out under the proposed project are analyzed throughout this EIR.

A purpose of the proposed project is to diversify the city’s housing stock and provide more housing options, which minimizes pressure to develop on the remaining open space in Thousand Oaks by directing growth and redevelopment into the developed urban core. Therefore, because the proposed project is designed for planned and orderly growth, as mandated by the State, and the proposed project would help improve the city’s balance of jobs and housing, impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

**Threshold 2:** Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

**Impact POP-2 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT COULD ADD UP TO 7,871 NEW HOUSING UNITS TO THE CITY'S HOUSING STOCK AND 20,700 NEW RESIDENTS BY 2045. THE PROPOSED PROJECT COULD INCREASE THE NUMBER OF HOUSING UNITS, INCLUDING MULTIFAMILY HOUSING UNITS, AND WOULD NOT DIRECTLY DISPLACE ANY EXISTING HOUSING. THEREFORE, THE PROPOSED PROJECT WOULD NOT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE, AND THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

According to the DOF, there were 48,207 housing units in Thousand Oaks in 2022, along with a small vacancy rate of 3.5 percent. As explained in Section 2.7.1 of this EIR, development enacted under the proposed project is projected to result in approximately 7,871 new homes, which would alleviate pressure on the city's low vacancy rate.

The proposed project makes affordable housing a priority in Thousand Oaks. The proposed project's vision includes the theme of providing housing options for residents at different stages of life and ability. The residents of Thousand Oaks desire to preserve and expand affordable housing and diversify housing types across the city that support residents of all abilities and to preserve and improve the existing supply of affordable housing. The following policies included in the proposed project's Land Use Element are intended to ensure a diversity of housing types are available for Thousand Oaks residents:

- **Policy 3.1: Diversity of Housing.** Promote a diversity of housing types in locations throughout the City, specifically in neighborhood areas that contain goods and services, parks and open space, and public schools in a walkable setting.
- **Policy 3.2: Housing for Different Life Stages and Incomes.** Encourage new housing types for all residents including young professionals, older adults, and middle- and low-income families.
- **Policy 3.3: Intergenerational Supportive Housing.** Support extended family living within single-family neighborhoods through modifications to existing homes.
- **Policy 3.4: Aging in Place.** Promote development of housing types that support opportunities to age in place.
- **Policy 3.5: Housing for Special Needs.** Support housing for older adults, special needs groups (including those with developmental disabilities), and non-traditional family groups by allowing a diverse range of housing configurations and universally accessible design features.
- **Policy 3.6: Universal Design.** Encourage the use of Universal Design principles in new construction and rehabilitation of housing.
- **Policy 3.7: Parking Requirements.** Allow a reduction in parking requirements on a project-by-project basis to achieve high-quality design, increased housing affordability, and to promote walking, bicycling, and transit use, while working to minimize potential negative impacts on adjacent properties.
- **Implementation Action LU-A.2: Create New Mixed-Use Zoning District.** Following the adoption of the General Plan, create a new mixed-use zoning district, including performance standards for infill development on parking lots and commercial structures.
- **Implementation Action LU-A.3: Inclusionary Housing Program.** Adopt and implement an Inclusionary Housing Program.

Assuming there could be any displacement created by development conducted under the proposed project, and where and to whom this displacement might occur, would be speculative, since the proposed project does not include any specific proposals that would displace people or housing. However, with the proposed project's projected net increase in housing of 7,871 units, any future displacement is anticipated to be offset by new construction. The proposed project does not propose any large-scale public works projects, such as new roadways, airports, reservoirs, utilities or other infrastructure that would result in the displacement of existing housing. Thus, the proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and this impact would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

#### **4.9.4 Cumulative Impacts**

Cumulative development surrounding the Planning Area in combination with development facilitated by the proposed project may result in increased population, jobs, and housing projections. Implementation of the project would increase density and intensity of existing land uses potentially resulting in increased growth and displacement of existing housing. Although the population facilitated by the proposed project could exceed SCAG projections, adherence to applicable TO2045 goals and policies would ensure that the proposed project would not result in cumulative impacts associated with population and housing. Therefore, the proposed project would not result in significant cumulative impacts related to displacement of people or housing. Cumulative impacts would be less than significant.



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## 4.10 Public Services and Recreation

This section describes existing public services and recreational facilities in the Planning Area and assesses the potential impacts to public services, including fire protection, police, schools, libraries, and parks and recreational facilities, due to implementation of TO2045.

### 4.10.1 Setting

#### a. Fire Protection

Thousand Oaks is serviced by the Ventura County Fire Department (VCFD). The VCFD is a full-spectrum life safety agency that provides essential emergency and non-emergency services throughout the 848-square-mile jurisdiction in the city. The VCFD consists of 600 paid and volunteer staff that provide fire protection, medical services, rescue services, hazardous materials response, and other services. VCFD has 33 fire stations located throughout Ventura County, and nine serve Thousand Oaks. These stations are described in Table 4.10-1. In addition, Los Angeles County Fire Station 144, located in Westlake Village, provides mutual aid and assists in emergency response in Thousand Oaks. Details about Station 144 are also provided in Table 4.10-1.

**Table 4.10-1 Fire Station Facilities in Thousand Oaks**

Station	Personnel	Equipment
Fire Station 30 325 West Hillcrest Drive Thousand Oaks, California 91360	Chief Officers 3 Firefighters	1 Fire Engine 1 Command Vehicle 1 Squad Vehicle 1 Brush Engine
Fire Station 31 151 North Duesenberg Drive Thousand Oaks, California 91362	5 Firefighters	1 Medic Engine 1 Rescue Unit
Fire Station 32 830 Reino Road Newbury Park, California 91320	3 Firefighters	1 Medic Engine 1 Reserve Engine 1 Utility Unit
Fire Station 33 33 Lake Sherwood Drive Thousand Oaks, California 91361	3 Firefighters	1 Fire Engine 1 Brush Engine 1 Patrol Vehicle
Fire Station 34* 555 East Avenida de Los Arboles Thousand Oaks, California 91360	3 Firefighters	1 Medic Engine 1 Reserve Engine 1 Utility Unit
Fire Station 35 751 Mitchell Road Newbury Park, California 91320	7 Firefighters	1 Fire Engine 1 Ladder Truck 1 Reserve Engine 1 Command Vehicle
Fire Station 36 855 N. Deerhill Road Oak Park, California 91377	3 Firefighters	1 Medic Engine 1 Reserve Engine 1 Utility Unit
Fire Station 37 2010 Upper Ranch Road Thousand Oaks, California 91362	3 Firefighters	1 Fire Engine 1 Light and Air Unit 1 Utility Unit

Station	Personnel	Equipment
Fire Station 44 1050 Country Club Drive Simi Valley, California 93065	3 Firefighters	1 Fire Engine 1 Light and Air Unit 1 Utility Unit
Los Angeles County Fire Station 144 31981 Foxfield Drive Westlake Village, California 91361	4 Firefighters	1 Engine Company

\*Construction of the new Fire Station 34 began in 2020 and is designed for two additional engines if additional service is needed. The replacement station will be at 2977 Mountclef Boulevard.  
Source: Cagley 2023; Ventura County Fire Department 2022

VCFD’s response time goal is 8.5 minutes, 90 percent of the time in suburban areas and 12 minutes, 90 percent of the time in rural areas. In 2021 and 2022, average response times were 8.5 minutes, 91 percent of the time in suburban areas and 12 minutes, 84 percent of the time in rural areas (VCFD 2022). Ventura County is a “Contract County” under the California Department of Forestry and Fire Protection (CAL FIRE), meaning the County provides initial attack response to fires, while CAL FIRE provides funding for fire protection services, including salaries and wages, maintenance of firefighting facilities, pre-fire management positions, special repairs, and administrative services (CAL FIRE 2022). VCFD also has mutual aid agreements between the California Office of Emergency Services (Cal OES), State Fire Marshal, U.S. Forest Service, NPS and Bureau of Land Management, the Department of Defense, Los Angeles County Fire Department, and other adjacent cities such as the City of Oxnard (City of Thousand Oaks 2014).

**b. Law Enforcement**

The City contracts with the Ventura County Sheriff's Office (VCSO) to provide law enforcement services. The VCSO Thousand Oaks headquarters is located at 2101 East Olsen Road. Staffed by approximately 1,250 personnel, including 750 sworn positions, the VCSO comprises four primary divisions, including Patrol Operations, Detention Services, Special Operations, and Support Services (VCSO 2023). In fiscal year 2021-2022, the VCSO allocated 108 police positions to the City, including 93 sworn officers. Based on February 2018 staffing levels and the city’s estimated 2016 population of 129,500, the City’s Municipal Services Review estimates that one sworn officer is provided for every 1,392 residents. To maintain the current staffing-to-population ratio in the future, one additional sworn officer will be required for each additional 1,392 residents. For the maximum projected population of 144,700 in 2045, a total of 104 officers would be required.

Patrol Operations works throughout Ventura County and its contract cities, which include Camarillo, Fillmore, Moorpark, Ojai, and Thousand Oaks. Patrol Operations is responsible for law enforcement, citizen assistance, and responding to emergency situations. The Patrol Operations includes a Mounted Unit, K-9 Unit, Sheriff's Communications Center, and the Office of Emergency Services. Service areas are patrolled by deputies 24 hours a day, 7 days a week. An additional overlapping Patrol Deputy is provided during peak hours (11:00 a.m. to 3:00 a.m.) 7 days a week (VCSO 2023).

Special Operations is fully staffed and provides services such as Major Crime Investigations, Narcotics Investigations, Intelligence & Vice Investigations, Aviation Unit, Search & Rescue, Tactical Negotiations Team, Special Weapons and Tactics Team, and the Sheriff’s Bomb Squad. Special Operations also has a Crime Laboratory, Crime Scene Investigations Unit, and the Information Systems Bureau. Special Operations is managed by a Chief Deputy Chief, who oversees approximately 200 sworn and non-sworn staff members (VCSO 2023).

The Detention Services Division is the largest division. This division is responsible for jobs in the VCSO that are related to inmate services, such as reception, booking and classification, jail services, and court room and pre-trial security. Detention Services works from three jail facilities: East County Jail located at 2101 East Olsen Road in Thousand Oaks, the Todd Road Jail located at 600 Todd Road in Santa Paula, and the Pre-Trial Detention Facility located at 800 South Victoria Avenue in Ventura.

Support Services is responsible for the internal departments that provide structure and help operate the VCSO. The internal departments include Business Office, Human Resources, Professional Standards Bureau, Records, and the Training Center (VSCO 2023).

Police response times can vary significantly, depending on the location of patrol cars at the time of a call. The response time goal is 10 minutes for emergency calls and 20 minutes for non-emergency calls. According to the VCSO, the average response time in 2021 was 7.44 minutes for Priority 1 (Emergency) calls and 20.70 minutes for non-emergency response times. During 2021, the Priority 1 (Emergency) response times were met 80 percent of the time and the non-emergency response times were met 71 percent of the time.

**c. Schools**

The Conejo Valley Unified School District (CVUSD) is the public school district that serves Thousand Oaks. CVUSD provides various educational opportunities through its facilities, which includes 27 total schools, including elementary (17 schools, including one kindergarten-8 school), middle (four schools), high schools (three schools), two alternative educational facilities, and one adult educational facility school. CVUSD also offers preschool, early childcare, transitional kindergarten, magnet schools, and a homeschool program serving students in grades transitional kindergarten through 12. There are nine elementary schools, three middle schools, and two high schools located in Thousand Oaks within CVUSD (CVUSD 2023). Table 4.10-2 lists each CVUSD school in the Planning Area.

**Table 4.10-2 CVUSD Schools Located in the Planning Area**

School	Address	Grade Level
Acacia Magnet School for Enriched Learning	55 West Norman Avenue	TK/K-5
Aspen Elementary	1870 Oberlin Avenue	TK/K-5
Conejo Elementary	280 North Conejo School Road	TK/K-5
Glenwood Elementary	1135 Windsor Drive	TK/K-5
Madroña Elementary	612 Camino Manzanas	TK/K-5
Weathersfield Elementary	3151 Darlington Drive	TK/K-5
Ladera STARS Academy	1211 Calle Almendro	K-5
Lang Ranch Elementary	2450 Whitechapel Place	K-5
Wildwood Elementary	620 West Velarde Drive	K-5
Los Cerritos Middle School	2100 East Ave de las Flores	6-8
Redwood Middle School	233 West Gainsborough Road	6-8
Colina Middle School	1500 East Hillcrest Drive	6-8
Thousand Oaks High School	2323 North Moorpark Road	9-12
Conejo Valley High School	1402 East Janss Road	9-12

Source: Conejo Valley Unified School District 2023

K = kindergarten; TK = transitional kindergarten

Consistent with statewide and nationwide trends reflecting lower birth rates and changing demographics, CVUSD enrollment has decreased, with district-wide enrollment declining by about 3,500 students since the 2005-2006 school year. A 2017 study prepared by Cooperative Strategies projects that enrollment will continue to decline by another 2,000 students by the 2026-2027 school year. Declining enrollment is not a recent trend; CVUSD has closed six elementary schools since 1984. The CVUSD runs preschool and childcare programs from former elementary schools.

Thousand Oaks is home to Ventura County’s first 4-year university, CLU, which was founded in 1956 and occupies a 225-acre campus in the northern part of the city. As of the 2020-2021 school year, about 4,000 undergraduate and graduate students were enrolled at CLU. The university’s most popular undergraduate programs are biological sciences, communications, psychology, and business administration.

#### **d. Public Libraries**

The City owns and maintains its library system. There are two libraries that serve the community: the main facility at Grant R. Brimhall Library located at 1401 East Janss Road in Thousand Oaks and the Newbury Park Branch Library located at 2331 Borchard Road in Newbury Park. Together, these libraries are comprised of over 513,000 items in their collection (City of Thousand Oaks 2020). The Newbury Park Library houses the Thousand Oaks Community Art Gallery, which showcases work of professional and emerging artists. In 2006, the Grant R. Brimhall Library building was expanded from 62,000 square feet to 84,000 square feet to accommodate an improved Children’s Services area, quiet study rooms, and additional seating and shelving. Libraries are frequently used for after school programming, education and literacy programs for adults and youth, and community meetings. Library services include technology training classes, borrower services, and computer-related equipment, such as Wi-Fi hotspot lending, meeting rooms, community art gallery, passport appointments, and proctoring.

#### **e. Open Space and Recreation**

##### **Open Space**

The Conejo Valley open space system includes approximately 15,250 acres of open space in the Planning Area, with 67 percent owned by COSCA, 5 percent owned by the City of Thousand Oaks, 10 percent owned by the CRPD, 10 percent owned by other public agencies, including the NPS, the Mountains Recreation and Conservation Authority (MRCA), Ventura County, and the State of California, and 8 percent under private ownership. Table 4.10-3 provides an inventory of open space in the city and is also mapped in Figure 4.10-1.

**Table 4.10-3 Thousand Oaks Open Space**

<b>Open Space Area</b>	<b>Acres</b>
Alta Vista	43
Arroyo Conejo	328
Conejo Canyons	1,628
Conejo Ridge	404
Deer Ridge	188
Dos Vientos	1,230
Fireworks Hill	33

<b>Open Space Area</b>	<b>Acres</b>
Glider Hill	57
Hope Nature Preserve	348
Knoll	21
La Jolla	15
Labisco Hill	24
Lake Eleanor	516
Lang Ranch	863
Los Padres	187
Los Robles	357
Los Vientos	28
Lynmere	107
McCrea	174
Mount Clef Ridge	212
North Ranch	2,595
Oakbrook Regional Park	425
Old Conejo	38
Old Meadows	48
Potrero Ridge	210
Rancho Potrero	326
Santa Monica Mountains, NRA	964
Skyline	59
South Ranch	662
Southshore Hills	13
Summit House	34
Sunset Hills	410
Tarantula Hill	47
Vallecito	67
Ventu Park	141
Vista Del Mar	9
Walnut	9
Wildwood Regional Park	1,732
Woodridge	622
Zuniga Ridge	1
<b>Total</b>	<b>15,215</b>

Thousand Oaks is known for having dozens of publicly accessible hiking trails, many with scenic views. There are about 170 miles of public multi-use trails in the Planning Area. Most trails are managed by COSCA and connect with trails managed by the NPS, California Department of Parks and Recreation, Rancho Simi Recreation and Park District, Santa Monica Mountains Conservancy, Santa Rosa Valley Trails Inc., and MRCA. Trails also often run through CRPD parks and facility sites.

Most open space areas feature extensive trail connections, and in many cases, direct connections to residential neighborhoods.

## **Parks**

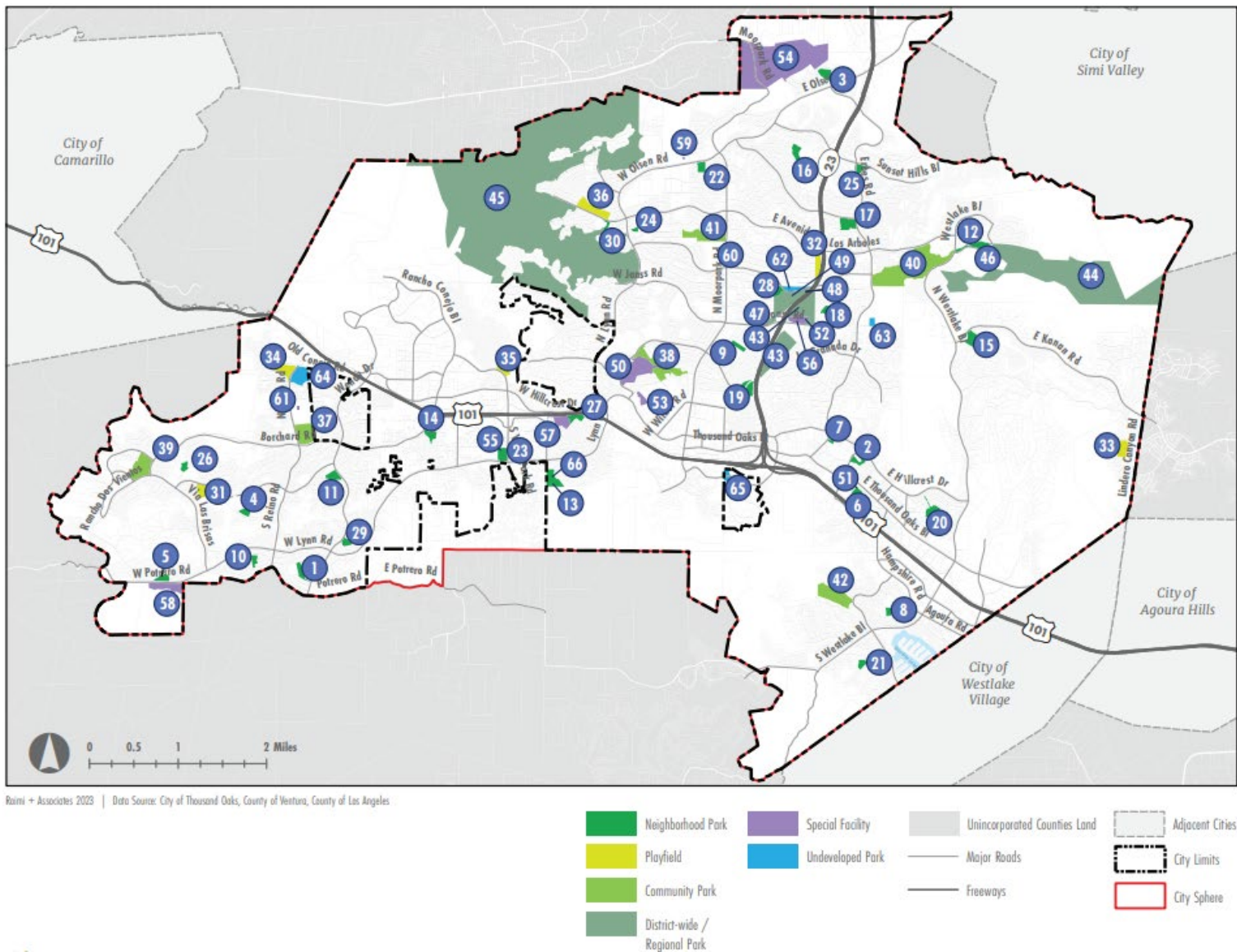
Park and recreational services in the Planning Area are provided by the CRPD, a special district formed with the purpose of providing recreation and park services for the Conejo Valley, including the cities of Thousand Oaks, Lynn Ranch, Rolling Oaks, Lake Sherwood, and unincorporated Ventura County (City of Thousand Oaks 2020). The CRPD service area is approximately 65 square miles and generally corresponds with the border of the Planning Area, though some residents living in the unincorporated SOI along Potrero Road are not served by the CRPD. The CRPD provides opportunities for active recreation (e.g., athletic fields and courts) and passive recreation (e.g., walking paths) (City of Thousand Oaks 2020).

Park standards determine how many parkland acres should be developed based on population levels, location of parks, and the amount of existing parkland. CRPD follows the current National Recreation and Park Association standard of 10 acres per 1,000 people. Community parks, playfields, and neighborhood parks account for 5 acres of the 10 acres per 1,000 people, and district-wide parks account for 5 acres of the 10 acres per 1,000 residents. Acreages for open spaces and regional parks are not included in the established ratio.

The Planning Area contains a multitude of park facilities. Figure 4.10-1 shows the locations of existing parks and open space in the Planning Area (note that numbering refers to the following table). Table 4.10-4 identifies park facilities, acreage, and park types in the Planning Area. The Planning Area currently includes a total of 51 park facilities, totaling approximately 3,087.5 acres. The types of parks in the area include a district-wide park (i.e., Conejo Creek North Park), community parks, neighborhood parks, playfields, regional parks, special facilities, and undeveloped parks. The CRPD categorizes these parks and open spaces as follows (City of Thousand Oaks 2020):

- **Community Parks** serve residents who live within 1 to 2 miles from the park. Community parks have lights for evening use and include athletic fields and courts, picnic facilities, and a community center building. Community parks are typically between 20 and 50 acres in size.
- **District-wide Parks** serve residents in the entire CRPD service area. District-wide parks include special features like wooded areas, water features, dog parks, equestrian facilities, community gardens, and sports fields. District-wide parks are typically between 50 and 250 acres. They generally serve people within a 30-mile radius.
- **Neighborhood Parks** serve residents generally within a 1-mile radius of the park. Neighborhood parks typically provide both active and passive recreation opportunities, such as playgrounds, basketball and volleyball courts, picnic areas, outdoor fitness areas, and walking paths and trails and can be up to 10 acres in size.
- **Playfields** generally serve residents who live within a 0.75- to 1-mile radius. They are oriented to athletic uses, including soccer, baseball and softball, tennis, and basketball. Playfields are usually 10 to 20 acres and have lighting to accommodate evening activity.
- **Regional Parks** often feature natural areas, museums, educational facilities, campgrounds, trails. They are usually greater than 250 acres and serve the entire region.
- **Open Space Areas** refer to areas where most of the park is undeveloped and contains vegetation, topography, and features in their natural and undisturbed states.
- **Special Facilities** include unique recreational areas, such as equestrian facilities and botanic gardens.

Figure 4.10-1 Parks and Open Spaces within Thousand Oaks





**Table 4.10-4 Park Facilities in the Planning Area**

#	Facility	Acres	Park Type
<b>Neighborhood Park</b>			
1	Banyan Park	7.4	Neighborhood Park
2	Beyer Park	4.0	Neighborhood Park
3	Canada Park	4.0	Neighborhood Park
4	Cypress Park	5.0	Neighborhood Park
5	Dos Vientos Neighborhood Park	5.2	Neighborhood Park
6	El Parque de la Paz	4.8	Neighborhood Park
7	Estella Park	1.9	Neighborhood Park
8	Evenstar Park	4.0	Neighborhood Park
9	Glenwood Park	5.2	Neighborhood Park
10	Hickory Park	4.6	Neighborhood Park
11	Kimber Park	8.3	Neighborhood Park
12	Lang Ranch Neighborhood Park	7.0	Neighborhood Park
13	Lynn Oaks Park	4.0	Neighborhood Park
14	Newbury Gateway Park	2.3	Neighborhood Park
15	North Ranch Neighborhood Park	12.0	Neighborhood Park
16	Northwood Park	8.5	Neighborhood Park
17	Oakbrook Neighborhood Park	13.5	Neighborhood Park
18	Old Meadows Park	6.2	Neighborhood Park
19	Paige Lane Neighborhood Park	14.1	Neighborhood Park
20	Russell Park	7.3	Neighborhood Park
21	Southshore Hills Park	4.5	Neighborhood Park
22	Spring Meadow Park	7.2	Neighborhood Park
23	Stagecoach Inn Park	4.9	Neighborhood Park
24	Suburbia Park	2.0	Neighborhood Park
25	Sunset Hills Park	5.8	Neighborhood Park
26	Sycamore Neighborhood Park	4.5	Neighborhood Park
27	Walnut Grove Park	6.5	Neighborhood Park
28	Waverly Park	8.8	Neighborhood Park
29	Wendy Park	4.3	Neighborhood Park
30	Wildwood Neighborhood Park	5.8	Neighborhood Park
		<b>183.6</b>	<b>Developed Acres Subtotal</b>
<b>Playfield</b>			
31	Del Prado Playfield	26.0	Playfield
32	Fiore Playfield	7.1	Playfield
33	North Ranch Playfield	12.0	Playfield
34	Pepper Tree Playfield	21.7	Playfield
35	Rancho Conejo Playfield	12.7	Playfield
36	Wildflower Playfield	19.0	Playfield
		<b>98.5</b>	<b>Developed Acres Subtotal</b>

#	Facility	Acres	Park Type
<b>Community Park</b>			
37	Borchard Community Park	28.7	Community Park
38	Conejo Community Park	17.1	Community Park
39	Dos Vientos Community Park	27.8	Community Park
40	Sapwi Trails Community Park	122.7	Community Park
41	Thousand Oaks Community Park	35.8	Community Park
42	Triunfo Community Park	23.4	Community Park
		<b>255.5</b>	<b>Developed Acres Subtotal</b>
<b>District-Wide/Regional Park</b>			
43	Conejo Creek Complex (North, West, South)	126	District-Wide Park
44	Oakbrook Regional Park	431.4	Regional Park
45	Wildwood Regional Park	1,824.5	Regional Park
		<b>2,381.9</b>	<b>Acres Subtotal</b>
<b>Special Facility</b>			
46	Chumash Museum	11.3*	Special Facility
47	Community Garden	2.0*	Special Facility
48	Conejo Creek Dog Park	3.5*	Special Facility
49	Conejo Creek Equestrian Park	39.5	Special Facility
50	Conejo Valley Botanic Garden	41.4	Special Facility
51	Crowley House	0.5	Special Facility
52	Goebel Adult Community Center	6.5	Special Facility
53	Hillcrest Center for the Arts	4.0	Special Facility
54	McCrea Ranch	17.1	Special Facility
55	Stagecoach Inn Museum	5.0	Special Facility
56	Thousand Oaks Teen Center	3.8	Special Facility
57	Walnut Grove Equestrian Center	4.5	Special Facility
58	Rancho Potrero Community Equestrian Center	20.0	Special Facility
59	Community Pool at CLU	0.6	Special Facility
60	Thousand Oaks High School Pool	0.5	Special Facility
61	Newbury Park High School Pool	0.5	Special Facility

Source: Conejo Recreation and Park District. 2023.

CRPD has four undeveloped park sites and one future expansion planned, shown in Figure 4.10-1. The undeveloped sites are Conejo Creek Northwest (7.5 acres), Del Norte Park (3.6 acres), Knoll Park (20.8 acres), Rolling Oaks Park (5.5 acres), and the future expansion at Lynn Oaks Park (4.8 acres). Together, they total 42.6 acres. CRPD has not announced plans to develop these remaining parks.

CRPD collects Park Impact (Quimby Act) Fees and Development Impact Fees (DIF) from developers when new residential units are created to acquire, rehabilitate, and develop parks. Quimby fees must be expended to serve areas near where they are collected. Residential developers who are not subject to the Quimby Act (i.e., are not developing subdivisions) must contribute DIFs. DIFs may be spent anywhere in the city, if the expenditure bears a reasonable relationship to the future inhabitants of the future property. Additionally, CRPD has three maintenance assessment districts. Park maintenance and operation is funded by CRPD.

## 4.10.2 Regulatory Setting

### a. Federal Regulations

#### **Federal Emergency Management Act**

The Federal Emergency Management Act (FEMA) was established in 1979 via Executive Order and is an independent agency of the federal government. In March 2003, FEMA became part of the U.S. Department of Homeland Security with the mission to lead the effort in preparing the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

### b. State Regulations

#### **AB 16**

In 2002, AB 16 created the Critically Overcrowded School Facilities program, which supplements the new construction provisions within the School Facilities Program (SFP). SFP provides State funding assistance for two major types of facility construction projects: new construction and modernization. The Critically Overcrowded School Facilities program allows school districts with critically overcrowded school facilities, as determined by the California Department of Education, to apply for new construction projects in advance of meeting all SFP new construction program requirements. Districts with SFP new construction eligibility and school sites included on a California Department of Education list of source schools may apply.

#### **SB 50**

SB 50, the Leroy F. Greene School Facilities Act of 1998, was signed into law on August 27, 1998. SB 50 provides grant funding to school districts for acquisition of school sites, construction of new facilities, or modernization of existing facilities. Grants are funded through a \$9.2 billion state bond measure, Proposition 1A, that was approved by voters during the November 3, 1998 election. An additional \$12.3 million in funding was provided by Proposition 55 that was passed in March 2004. Under SB 50, construction grants are provided at a 50:50 State and local ratio, while modernization grants are provided on a 60:40 ratio, shared between the State and local school district. School districts that are unable to meet any share of the local match requirement may be eligible for additional State funding if they satisfy financial hardship. In addition, SB 50 allows governing boards of school districts to establish fees to offset costs associated with school facilities made necessary by new construction.

#### **California Constitution Article XIII, Section 35**

California Constitution Article XIII, Section 35 (a)(2) states: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Article XIII, Section 35 of the California Constitution was adopted under Proposition 172, which directed the proceeds of a 0.50 percent sales tax to be used exclusively for public safety services. Therefore, lead agencies are required to use Proposition 172 to supplement local funds and ensure that public safety services, including fire protection, emergency medical services and other public safety services, are provided.

## **Quimby Act**

Local governments in California provide a critical role in the effort to set aside parkland and open space for recreational purposes. California cities and counties have been authorized, since the passage of the 1975 Quimby Act (California Government Code 66477), to pass ordinances requiring that developers set aside land, donate conservation easements, or pay in-lieu fees for park improvements. The Act states that the dedication requirement of parkland can be a minimum of 3 acres per thousand residents or more, up to 5 acres per thousand residents if the existing ratio is greater than the minimum standard. Revenues generated through in-lieu fees collected from the Quimby Act cannot be used for the operation and maintenance of park facilities. In 1982, the Act was substantially amended. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project's impacts as identified through studies required by CEQA. California Open Space Code California State planning law (Government Code Section 65560) provides a structure for the preservation of open space by requiring every city and county in the state to prepare, adopt, and submit to the Secretary of the Resources Agency a "local open-space plan for the comprehensive and long-range preservation and conservation of open-space land within its jurisdiction."

## **State Public Park Preservation Act of 1971 (PRC Section 5400–5409)**

This act provides for no net loss of parkland and facilities by prohibiting cities and counties from acquiring real property that is in use as a public park for non-park uses unless compensation or land, or both, are provided to replace the parkland acquired.

### **c. Local Regulations**

#### **Thousand Oaks Municipal Code**

Title 8, Chapter 2 of the Thousand Oaks Municipal Code requires developers to pay fees to be used for the purposes of developing police facilities. Sections 9-3.1602, 9-3.1603, and 9-4.26 of the Thousand Oaks Municipal Code, require developers to pay development fees for the dedication of park and recreational land.

### 4.10.3 Impact Analysis

#### **a. Methodology and Significance Thresholds**

##### **Methodology**

The assessment of potential environmental impacts related to public services and recreation is based on a review of existing services in the Planning Area. As a programmatic document, this EIR presents a citywide assessment of the project. Because the EIR is a long-term document intended to guide actions for many years into the future, this analysis relies on program-level and primarily qualitative evaluation.

##### **Significance Thresholds**

Based on Appendix G of the *CEQA Guidelines*, the project would have a significant impact on public services and recreation (PS) if it would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
  - a. Fire protection;
  - b. Police protection;
  - c. Schools;
  - d. Parks;
  - e. Other public facilities.
2. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;
3. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

## b. Project Impacts and Mitigation Measures

<p><b>Threshold 1a:</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?</p>
<p><b>Threshold 1b:</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?</p>
<p><b>Threshold 1e:</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?</p>

**Impact PS-1** FUTURE DEVELOPMENT FACILITATED BY THE PROJECT WOULD INCREASE THE POPULATION IN THE PLANNING AREA, WHICH WOULD RESULT IN AN INCREASE IN DEMAND FOR FIRE, POLICE, AND LIBRARY SERVICES, WHICH COULD POTENTIALLY CREATE THE NEED FOR NEW FIRE, POLICE, AND LIBRARY FACILITIES. COMPLIANCE WITH PROPOSED POLICIES IN TO2045 AND CONTINUED ENVIRONMENTAL REVIEW WOULD MINIMIZE ADVERSE ENVIRONMENTAL EFFECTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED FIRE, POLICE, OR LIBRARY FACILITIES. THESE IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Future development facilitated by TO2045 would result in an increase to the Planning Area's population, which would result in an incremental increase in demand for fire protection, police protection, and other public services, such as libraries.

The Planning Area would be served with fire protection and emergency medical services provided by VCFD. As future buildout occurs in accordance with the project, the City would evaluate

operations and deployment of fire services. Future development would be required to meet the wildfire exposure safety measures administered by the City of Thousand Oaks Building Division and specified by the California Building Code. In addition, future development would be required to meet the standard fire code safety and access requirements administered by the VCFD and specified by the California Fire Code and Ventura County Fire Code. In accordance with standard practices, VCFD would review project plans before permits are issued to ensure compliance with all applicable fire and building code standards and ensure adequate emergency access is provided to the site. In conformance with California Constitution Article XIII, Section 35, (a)(2), VCFD would maintain acceptable emergency response times (as discussed in Section 4.10.1, *Setting*) through the provision of additional personnel and equipment as needed, as well as potentially constructing new or expanding existing fire and emergency response facilities.

The Planning Area would be served with police protection provided by the VCSO. Future development facilitated by the project would result in an incremental increase in demand for police services. Future development facilitated by the project would occur within VCSO's existing service area and police stations which would limit the potential need for increased development outside of the service area. However, population growth in accordance with future development facilitated by the project would increase the demand for police services in Thousand Oaks and lower the staffing ratio and potentially response times (as discussed in Section 4.10.1, *Setting*), which is determined not only by the needs of the resident population, but also by the circumstances created by the presence of any visitor populations that would result in a greater need for police protection.

Future development facilitated by the project would result in an increase in population which would result in an increased demand for library services. Increased demand for library services would potentially result in the construction of new library facilities.

Given the demand for fire, police, and library services in the city, fire and police staffing needs in Thousand Oaks are likely to increase and could require the construction of new facilities. While the specific locations and potential impacts of individual new or expanded facilities are unknown at this time, the proposed project envisions the general locations for future facilities in areas designated for Institutional land uses as shown in Figure 2-1 in Section 2, *Project Description*. Future facilities would require separate environmental review at the time a specific facility is proposed. Furthermore, the proposed project's Community Facilities and Services Element includes the following policies and associated implementation action to ensure adequate fire, police, and library facilities are provided in Thousand Oaks:

- **Policy 1.2: Development Impact Fees.** Require new and existing development to pay its fair share of infrastructure and public service costs to support ongoing maintenance and operations.
- **Policy 9.3: After-Action Report Recommendations.** Implement the recommendations from After-Action Reports to further improve fire protection services.
- **Policy 10.2: Adequate Police Services.** Meet local demand for police protection service in all areas of the City by providing staff, facilities, and equipment to support existing residents and future growth in population and employment growth. Specifically, maintain Ventura County Sheriff's Office response time goal of 10 minutes for emergency calls and 20 minutes for non-emergency calls.
- **Policy 12.1 City Facilities.** Equitably expand and improve the City's facilities and buildings as needed to meet the community's needs, based on regular monitoring and evaluation of

their condition and the needs of the community, especially disadvantaged and underserved communities.

- **Policy 13.3: Additional Branch Locations.** Assess the need for additional Branch Library locations throughout Thousand Oaks and seek funding opportunities.
- **Policy 13.4: Funding for Renovations and Modernizations.** Seek funding for renovations and modernizations to both the Grant R. Brimhall Library and the Newbury Park Branch Library.
- **Policy 13.5: Services and Facilities Evaluation.** Evaluate the need for improved or expanded library services and facilities for Thousand Oaks residents on a 5-year cycle.
- **Implementation Action CFS-A.8: Address Resource Gaps.** Utilize the Sheriff’s Department Mobile Command Center to address resource availability gaps, especially during emergency situations.

Future development facilitated by the proposed project would comply with Policy 1.2, and payment of City-required fees would offset the increased demand of developments of public services and facilities. Development would be within existing urban areas and service areas of the police protection, fire services, and libraries and unlikely to require new facilities but rather expansion of personnel or improvements to existing facilities. In the unlikely instance that new public service facilities would be required, their construction would be subject to City review, including environmental analysis pursuant to CEQA, unless determined categorically exempt, in which case the facilities are pre-determined to have less than significant or no impacts. Environmental analysis would identify environmental impacts and implement mitigation measures to avoid, minimize, or reduce significant environmental impacts, if necessary. Furthermore, development in the Planning Area would be required to show consistency with General Plan policies and implement relevant mitigation measures to reduce impacts. Therefore, these impacts would be less than significant.

### Mitigation Measures

No mitigation measures would be required.

**Threshold 1c:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

**Impact PS-2** FUTURE DEVELOPMENT FACILITATED BY THE PROJECT WOULD BE REQUIRED TO PAY IMPACT FEES THAT WOULD PROVIDE FUNDING FOR THE PROVISION OR EXPANSION OF NEW SCHOOL FACILITIES, PURSUANT TO GOVERNMENT CODE SECTION 65995(B). IMPACTS FROM THE PROJECT WOULD BE OFFSET BY THE PAYMENT OF IMPACT FEES, AND IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Future development facilitated by TO2045 would result in an increase in population in the Planning Area, which would contribute to an increase in students who would be served by CVUSD. Future residential, commercial, and industrial development in Thousand Oaks would be required to pay State-mandated impact mitigation fees to provide funding for additional schools to serve the area, pursuant to SB 50. Pursuant to Section 65995(h) of the California Government Code, the payment of statutory fees “is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real

property, or any change in governmental organization or reorganization.” The mandatory payment of impact mitigation fees would serve as full and complete mitigation for future development. Additionally, CVUSD is currently experiencing a decline in enrollment and has closed six schools since 1984, which indicates an excess supply of school facilities. Therefore, future development facilitated by the project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered schools, the construction of which would cause significant environmental impacts. This impact would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

<p><b>Threshold 1d:</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?</p>
<p><b>Threshold 2:</b> Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p>
<p><b>Threshold 3:</b> Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p>

**Impact PS-3 FUTURE DEVELOPMENT FACILITATED BY THE PROJECT WOULD INCREASE THE POPULATION IN THE PLANNING AREA, WHICH COULD INCREASE THE USE OF PARKS AND RECREATIONAL FACILITIES. ADHERENCE TO THOUSAND OAKS MUNICIPAL CODE REGULATIONS AND PROPOSED TO2045 POLICIES WOULD ENSURE IMPACTS RELATED TO PARKS AND RECREATIONAL FACILITIES WOULD BE LESS THAN SIGNIFICANT.**

Future development facilitated by the project would result in an increase of population, which would result in an incremental increase in demand on existing public parks or other recreational facilities. The Planning Area contains approximately 3,087.5 acres of community parks, district-wide parks, neighborhood parks, playfields, and regional parks, providing an existing park service ratio of approximately 25 acres per 1,000 residents for the existing population of 124,439 (DOF 2023), which exceeds the Quimby Act standard of 3 acres per 1,000 residents and National Recreation and Park Association standard of 10 acres per 1,000 residents. The proposed project includes policies and associated implementation actions to ensure adequate park and recreation facilities are provided in the Planning Area:

### **Community Facilities and Services Element**

- **Policy 12.2: Maintenance of Community Centers.** Coordinate with CRPD to maintain and enhance Thousand Oaks’ community centers, such as the Goebel Adult Community Center and Alex Fiore Teen Center, as resources for recreational and educational facilities for community members of all ages and abilities.
- **Policy 16.10: Public Recreation Access.** Encourage ongoing partnerships between CLU and the City to allow public access to recreational facilities on campus.



## Parks and Open Space Element

- **Policy 2.1: Preserve Public Parks and Open Space.** Strategically acquire undeveloped parcels that contribute to completion of the ring of open space around developed areas.
- **Policy 2.7: Ring of Open Space in Planning Documents.** Regularly review and ensure that local and regional planning documents appropriately describe and depict the ring of open space.
- **Policy 6.1: Preserve Public Parks and Open Space.** Restrict future development in areas designated for public parks and open space on land owned by the City or other public agencies. Development or maintenance of supportive structures and recreation facilities within these designations is permitted, as allowed by each agency.
- **Policy 6.2: Enhance Existing Facilities.** Enhance and update facilities and amenities at existing public parks to meet the recreational needs and interests of residents of all ages.
- **Policy 6.5: Equitable Park Access.** Ensure that new parks and recreational facilities are placed equitably throughout the city to maximize access to parks for all residents.
- **Policy 6.7: Community and Regional Parks.** Encourage the development of community or regional parks, to address expanded demand for organized sports activities and community functions.
- **Policy 6.8: Neighborhood Parks.** Support enhancing existing neighborhood parks and developing future neighborhood park sites.
- **Policy 8.1: New Parks.** Work with CRPD to achieve a goal of 10 acres of parks, accessible open space and recreational facilities for every 1,000 residents in the City as follows:
  - A goal of 5 acres of community parks, playfields, and neighborhood parks per 1,000 residents.
  - A goal of 5 acres of district-wide parks, including accessible open spaces, per 1,000 residents.
- **Policy 8.2: Parks Fees.** Maintain and amend as needed, ordinances imposing impact fees and Quimby Act fees on new development.
- **Policy 8.3: On-Site Parks.** Require development projects greater than 10 acres in size to provide parks on-site.
- **Implementation Action POS-A.1: Update Park Standards.** Review and update the park standards to recognize the park requirements and space limitations of high-density multifamily and mixed-use housing.
- **Implementation Action POS-A.2: Zoning Code Update.** Re-zone natural open space lands to the Open Space (OS) Zone, in order to provide appropriate and consistent legislative controls on land use and improvements.
- **Implementation Action POS-A.3: Open Space Acquisition.** Acquire parcels based on latest “Priority Areas for Potential Purchase as Natural Open Space” map and table. Be open to unique acquisition opportunities that may arise.

In addition, pursuant to Sections 9-3.1602, 9-3.1603, and 9-4.26 of the Thousand Oaks Municipal Code, applicants of future development facilitated by the project would be required to pay park impact fees or dedicate parkland proportional to the size and type of development, subject to City requirements. Compliance with the Thousand Oaks Municipal Code and proposed Policy POS-8.2 would ensure growth in the Planning Area would continue to comply with Quimby Act requirements

and not result in adverse environmental effects associated with the physical deterioration of public parks and recreational facilities. The project does not include any specific development proposals for parks or recreational facilities; however, any future development proposals for parks and/or recreational facilities would be subject to City review, potentially including environmental analysis pursuant to CEQA. Therefore, development facilitated by the project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered parks or result in substantial adverse impacts due to the construction or expansion of recreational facilities. These impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

#### **4.10.4 Cumulative Impacts**

The cumulative impacts assessment area for public services and recreation consists of Ventura County. Ventura County, including its incorporated cities, is an appropriate area for this cumulative impacts assessment, because the public services and recreational facilities that serve the Planning Area are within Thousand Oaks or surrounding areas of Ventura County. While some residents of future development envisioned in the proposed project could potentially travel to parks outside the county, this use would be occasional and negligible. Accordingly, Ventura County is appropriate for the cumulative impacts analysis to recreational facilities, in addition to the public services addressed in this EIR section.

As discussed above in Section 4.10.1, *Setting*, fire service in Thousand Oaks is provided by the VCFD. Accordingly, because the Planning Area is the city of Thousand Oaks and its SOI, the proposed project effects on fire services would not combine with effects from projects elsewhere in Ventura County. Additionally, because the proposed project is inclusive of reasonably foreseeable development in the Planning Area, the impacts identified and discussed above in Section 4.10.3, *Impact Analysis*, would also be the cumulative impact on facilities operated by the VCFD. As described in Section 4.10.3, impacts related to the expansion or construction of new fire protection services and facilities would be less than significant. Thus, cumulative impacts would also be less than significant.

Police protection services in the cumulative impacts assessment area, including the Planning Area, are provided by the VCSO. Other reasonably foreseeable future development outside the Planning Area would increase the demand for police protection services provided by VCSO. Construction of a new or expanded police facility in the county could result in potentially significant cumulative impacts, as the county contains sensitive environmental resources, such as creeks and wildlife habitat. However, as described in Section 4.10.3, *Impact Analysis*, new public facilities in the Planning Area, including police facilities, would be subject to environmental review and mitigation to reduce potentially significant impacts. This is also the case with libraries, as people take residency elsewhere in Ventura County but increase demand on library facilities. Accordingly, the proposed project would not have a cumulatively considerable contribution to the potentially significant cumulative impact from construction or expansion of police facilities or libraries.

Other reasonably foreseeable future residential development outside the Planning Area would increase enrollment in schools throughout the county. Much like the analysis above described for new police facilities, if warranted, the construction of schools could have potentially significant cumulative impacts, because various sensitive environmental resources exist throughout the county. However, the proposed project focuses development in urbanized areas of Thousand Oaks,

where these resources are less likely to be encountered or exist. Additionally, as described in Section 4.10.3, *Impact Analysis*, applicants of future development projects in the Planning Area must pay State-mandated impact mitigation fees to provide funding for additional schools to serve the area, pursuant to SB 50. Pursuant to Section 65995(h) of the California Government Code the payment of statutory fees “is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.” Accordingly, the proposed project would have a less-than-significant cumulative contribution to cumulative impacts.

Other reasonably foreseeable development in Ventura County but outside the Planning Area would increase use of recreational facilities. However, given the abundance of outdoor recreational areas and parks in the county, increased use would not mandate the construction or expansion of parks. Minor additions to parks would happen in accordance with park Master Plans and visions, which would potentially be updated periodically as the cumulative impact assessment area is developed. However, additions to parks would generally occur within existing parks and would either be categorically exempt from CEQA (i.e., understood to have less-than-significant cumulative impacts), or would be subject to environmental review and provision of mitigation to reduce potentially significant impacts, pursuant to CEQA. Accordingly, potential cumulative impacts related to recreational facilities would be less than significant.

## 4.11 Transportation

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This section evaluates the proposed project's potential impact on the local and regional transportation system in the Planning Area, including potential impacts to VMT. The analysis in this section is based, in part, on the *CEQA Transportation Impacts Analysis Memorandum* prepared by Iteris in June 2023 (Appendix D).

### 4.11.1 Setting

#### a. Roadway Network

Thousand Oaks is served by a system of streets and paths that enable connections in the city and to the regional transportation system. They are classified by their function with different characteristics and accommodations for modes of travel and access to adjacent land use. The system supports multiple modes of travel and contains network elements that support vehicular, bicycle, pedestrian, and transit travel. The roadway classifications serve as the City's policy guidance for the development of multi-modal streets and balances all network elements. Descriptions of roadway classifications and their characteristics in the Planning Area are described below (City of Thousand Oaks 2020, 2023). The location of existing and planned roadways and their classifications are shown in Figure 4.11-1.

#### Freeways

Freeways provide regional access to and from Thousand Oaks via State highways. Two freeways pass through Thousand Oaks:

- US 101 provides access to Los Angeles and greater Los Angeles County to the east, and to Camarillo and greater Ventura County to the west.
- SR 23 provides access to Moorpark and Simi Valley to the north and to communities in the Santa Monica Mountains and Malibu to the south.

The freeway system is the through truck route system for Thousand Oaks. Though the State highway right-of-way is managed by Caltrans, the City may identify opportunities to improve facilities along the freeway on- and off-ramps.

#### Principal Arterials

Principal arterials are primary roads that serve the major centers of activity, the highest volume corridors, and the longest trips. Principal arterials have a standard curb-to-curb width of 102 feet and overall right-of-way width of 118 feet. The expected minimum distance between intersections is 0.25 mile. Though these roads have the capacity to accommodate six lanes, some, such as Lynn Road, are designed as four or five lanes, using the excess right-of-way for features such as center medians, buffered bicycle lanes, center turn lanes, or dedicated lanes for freeway access. Principal arterials generally do not have on-street parking. Principal arterials in Thousand Oaks include but are not limited to Janss Road, Agoura Road, Avenida de los Arboles, Lynn Road, Hampshire Road, Reino Road, Borchard Road, and Thousand Oaks Boulevard, as well as a segment of Westlake Boulevard.

## Minor Arterials

Minor arterials are secondary roads that connect neighborhoods and community destinations to wider streets that connect to freeways. The minor arterials have a standard right-of-way width of 64 to 78 feet curb-to-curb and 84 to 94 feet total. Sidewalks and medians (raised or painted) are a common feature of most four-lane roads. Segments of these roads have been converted to three-lane roads, with one lane in each direction and a center-turn-lane, as seen on Janss Road west of Moorpark Road and Hillcrest Drive west of SR 23. Minor arterials generally do not have on-street parking except on some arterials with direct residential frontage.

## Collector Streets

Collector streets provide circulation and connect residential, commercial, and industrial areas to arterial roadways. They have a standard right-of-way width of 40 feet curb-to-curb and 60 feet total, which may widen to 54 feet curb-to-curb and 66 feet total in industrial or commercial areas. Collector streets may have on-street parking. Collector streets have sidewalks that are connected at intersections with marked crosswalks. Bicycle lanes can be unbuffered and sharrows (shared lane markings) can be installed along collector streets. Transit services operate along collector streets where stop amenities and speed and reliability elements should be used to improve transit service. Pedestrian and bicycle network elements provide first-last mile connectivity to transit stops.

## Local Streets

Local streets are generally residential roads which permit direct access to abutting land and accommodate lower volume local traffic traveling at lower speeds. Local streets have a standard right-of-way width of 36 feet curb-to-curb and 56 feet total, which narrows to 32 feet curb-to-curb and 52 feet total in cul-de-sacs. Local street width may vary in rural and hillside areas. Local streets generally have on-street parking. Local streets have sidewalks that are connected at intersections with marked and unmarked crosswalks. Bicycle lanes can be unbuffered and sharrows can be installed along local streets. Pedestrian and bicycle network elements provide first-last mile connectivity to transit stops.

### b. Bicycle and Pedestrian Network

#### Bicycle Network

The local bicycle network in Thousand Oaks is composed of a combination of facilities on roadways, sidewalks, and off-street paths. A defined bikeway network describes the hierarchy of bicycle-specific infrastructure. Description of the bicycle lanes in Thousand Oaks are provided below (City of Thousand Oaks 2020, 2023). The existing and planned bicycle lanes in Thousand Oaks are shown in Figure 4.11-2.

##### *Class I: Multi-Use Paths*

Class I multi-use paths (frequently referred to as “bicycle paths”) are physically separated from motor vehicle travel routes, with exclusive rights-of-way for non-motorized users like bicyclists and pedestrians.

### *Class II: Bicycle Lanes*

Bicycle lanes are one-way, dedicated right-of-way bicycle facilities that carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. They are typically located along the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane. Bicycle lanes can be buffered to provide additional space between the bicycle lane and traffic lane, parking lane, or both, to provide a more protected and comfortable space for people riding bicycles than a conventional bicycle lane. The buffering also encourages bicycle riders to avoid riding too close to parked vehicles, keeping them out of the “door zone” where there is the potential danger of drivers or passengers suddenly opening doors into the bicyclists’ path. Thousand Oaks’ existing bicycle facility network is comprised primarily of Class II bicycle lanes.

### *Class III: Bicycle Route*

A bicycle route is a suggested bicycle path of travel marked by signs designating a preferred path between destinations. Class III bicycle routes rely on a shared right-of-way and are recommended for low-volume and low-speed streets (facilities with dedicated right-of-way are recommended on streets with higher levels of traffic stress). Sharrow pavement markings (shared lane markings) are commonly used where parking is adjacent to the travel lane. It is common practice to center them within the typical vehicular travel route in the rightmost travel lane to ensure adequate separation between bicycles and parked vehicles. Sharrows may also be installed over a green background to enhance visibility.

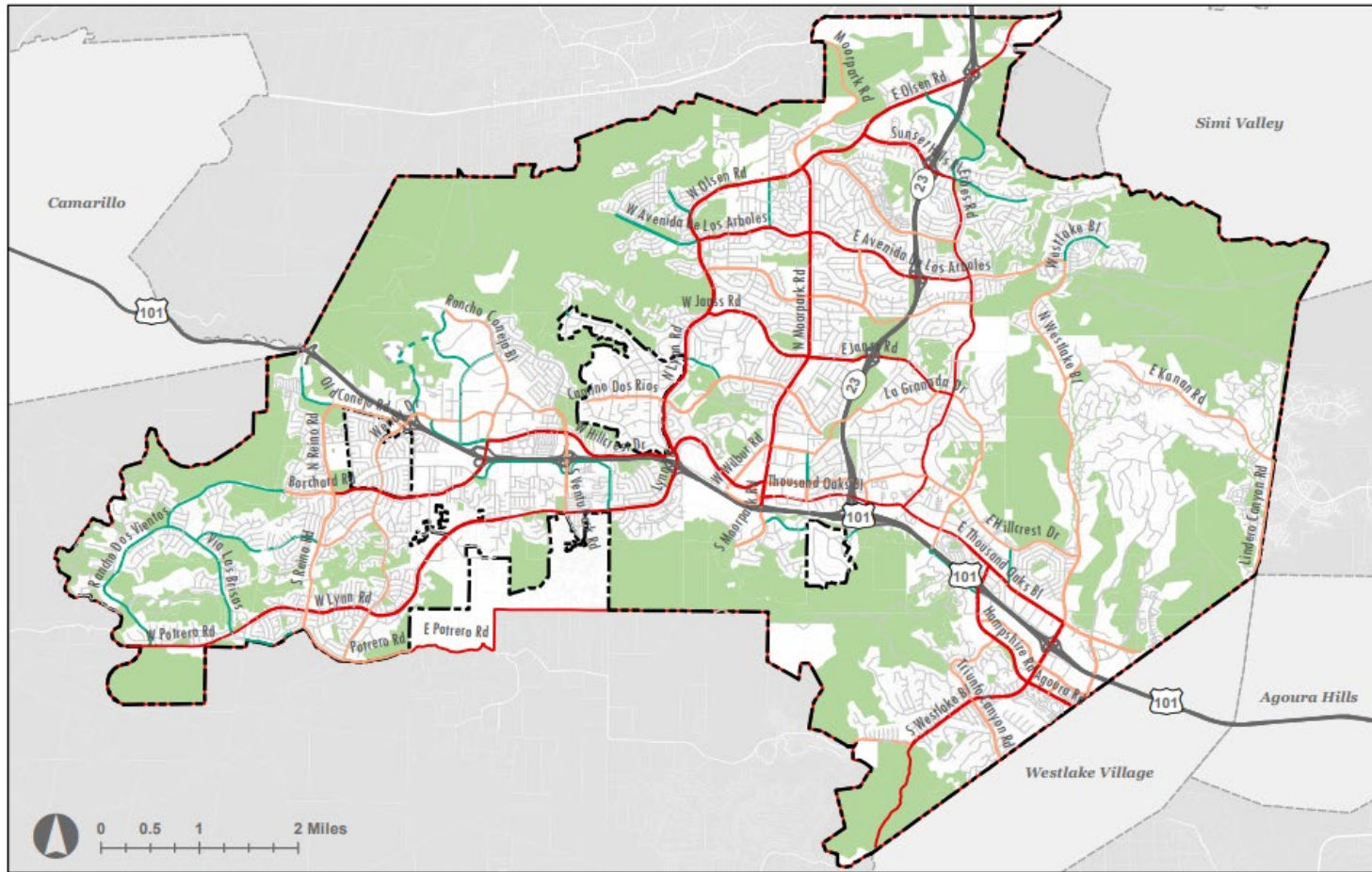
### *Class IV: Separate Bikeways*

Separated bikeways are dedicated right-of-way bicycle-specific routes that combine the user experience of a multi-use path with the on-street infrastructure of a conventional bicycle lane. Separated bikeways are physically separated from motor vehicle traffic and designed to be distinct from any adjoining sidewalk. The variety of physical protection measures can include vertical delineators, raised curbs, parkway strips, reflective bollards, or parked vehicles. Separated bikeways can be either one-way or two-way, depending on the street network, available right-of-way, and adjacent land use, but the safety of two-way separated bikeways must be carefully evaluated, especially if they cross motor vehicle routes. This is because few motor vehicle drivers are accustomed to two-way separated bikeways, and they may tend to only look to the left when deciding whether it is safe to proceed across the separated bikeways.

## **Pedestrian Network**

The local pedestrian network is a sidewalk system along the roadway network, greenbelts, and trails with sidewalk crossings at intersections. The City’s Road Design and Construction Standards require sidewalks for all roadway cross sections with a 5-foot minimum sidewalk with no buffer area and 4-foot minimum sidewalk if a buffer is present. All sidewalks must have a 4-foot minimum for clear space that is free of obstructions from street furniture and utilities. Thousand Oaks streets have a relatively complete sidewalk network and the City prioritizes construction of sidewalks where there are unbuilt sections of sidewalks along roadways (City of Thousand Oaks 2023).

Figure 4.11-1 Roadway Classifications in the Planning Area

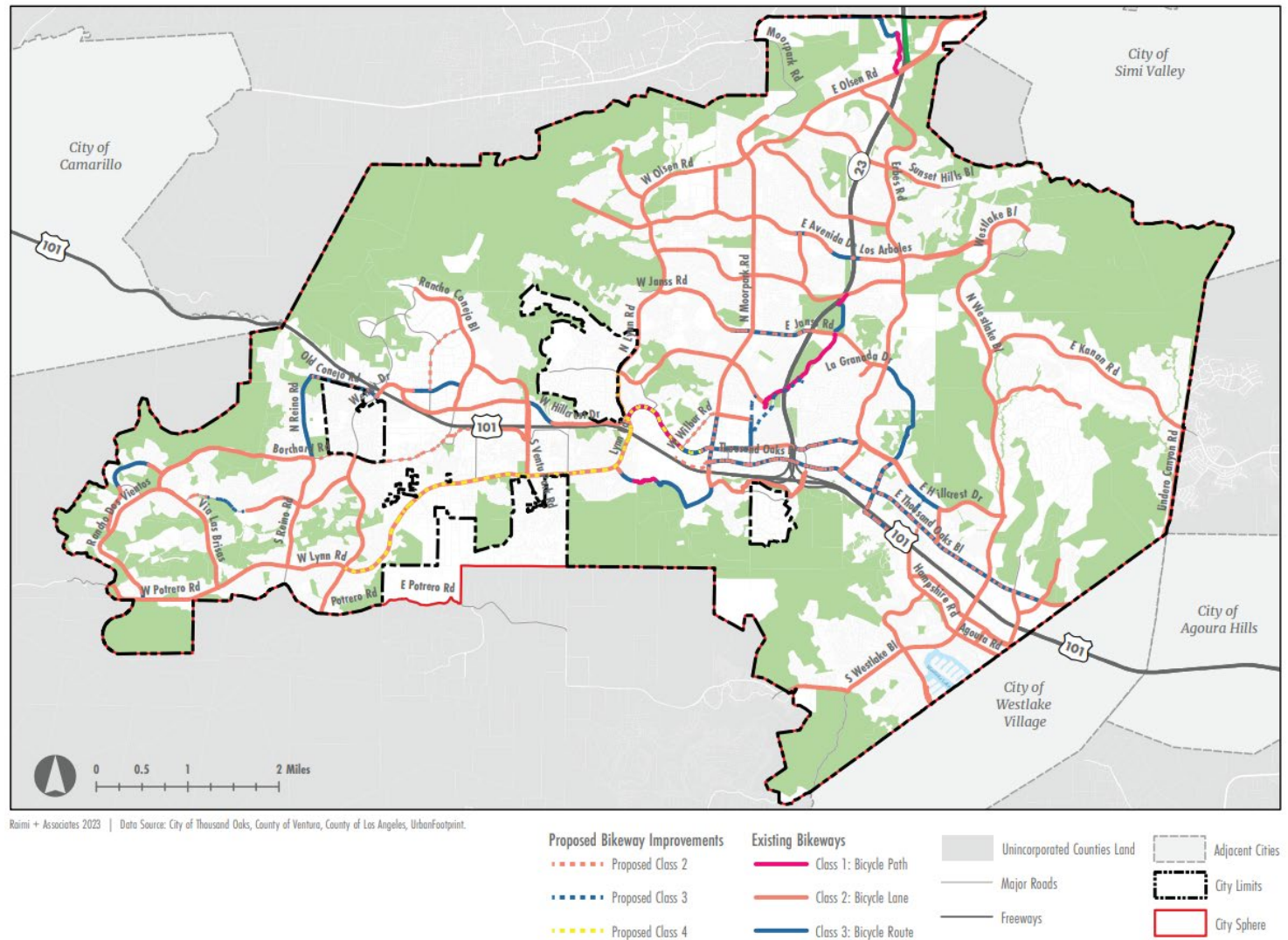


Raimi + Associates 2019, Nelson\Nygaard 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles

- |                            |   |               |                                |                   |
|----------------------------|---|---------------|--------------------------------|-------------------|
| — Freeway/Expressway       | --- Future Secondary/<br>Minor Arterial | ▭ City Limits | ■ Parks and Open Space         | ▭ Adjacent Cities |
| — Principal Arterial       | --- Future Collector                    | ▭ City Sphere | ■ Unincorporated Counties Land |                   |
| — Secondary/Minor Arterial | --- Future Local                        |               |                                |                   |
| — Collector                |   |               |                                |                   |
| — Local                    |   |               |                                |                   |



**Figure 4.11-2 Bicycle Network in the Planning Area**



Raimi + Associates 2023 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles, UrbanFootprint.



### **c. Transit Network**

Thousand Oaks is served by multiple transit operators along its roadway network and at the City Transportation Center. Transit services provide reliable and efficient travel to social services, healthcare facilities, and key job centers. There are existing regional and local transit services that serve Thousand Oaks. These transit services are described below (City of Thousand Oaks 2020, 2023). Existing transit routes in Thousand Oaks are shown in Figure 4.11-3.

#### **Regional Transit**

##### *Los Angeles Metro*

Los Angeles Metro's Local 161 Route connects the city of Thousand Oaks to Agoura Hills, Calabasas, Woodland Hills, and Canoga Park in West Los Angeles County. Originating at the Thousand Oaks City Transit Center (TOTC), the 161 travels along Thousand Oaks Boulevard, providing connections to several key destinations in the city, including:

- TOTC
- Thousand Oaks Civic Arts Plaza
- Gardens of the World
- The Promenade at Westlake

Los Angeles Metro's 161 operates from 5:43 a.m. to 9:30 p.m., Monday through Friday, and from 8:41 a.m. to 8 p.m. on weekends. Headways are 60 minutes during the morning peak and 45 minutes during the evening peak for service traveling eastbound. For westbound service, headways are 15 minutes during the morning peak and 60 minutes during the evening peak. Headways are 60 minutes for service in both directions.

##### *Los Angeles Department of Transportation Commuter Express Services*

The Los Angeles Department of Transportation (LADOT) operates two Commuter Express shuttles (422 and 423) that connect Thousand Oaks to neighboring Los Angeles County cities. Route 422 makes nine stops in Thousand Oaks along Thousand Oaks Boulevard, including The Oaks Mall, TOTC, and Hampshire Road. Route 423 makes four stops in Thousand Oaks and starts at the TOTC.

Route 422 travels through Thousand Oaks to San Fernando Valley and Los Angeles. Buses depart every 10-15 minutes from 4:55 to 8:00 am and buses return every 20 minutes from 1:55 to 6:00 pm. Route 422 connects passengers to several major employment centers in Downtown Los Angeles, including the University of Southern California, 7th and Flower, the Los Angeles Convention Center, and Civic Center.

Route 423 connects the cities of Thousand Oaks and Agoura to Calabasas, Woodland Hills, and Encino. Like Route 422, Route 423 ends in Downtown Los Angeles near the University of Southern California Campus. Buses run every 15-20 minutes during the morning and evening commutes.



### *Metrolink*

Metrolink is operated by the Southern California Regional Rail Authority on behalf of the five counties in the greater Los Angeles metropolitan region. Metrolink offers commuter rail service from East Ventura to Downtown Los Angeles, Monday through Saturday via the Ventura County Line.

### *Ventura County Transportation Commission*

The Ventura County Transportation Commission (VCTC) plans for, funds, and manages a wide array of transportation options in the county. VCTC operates a fixed-route, intercity transit service that covers most of the county. The US 101–Conejo Connection provides round-trip bus service between Oxnard, Camarillo, Thousand Oaks, and Warner Center in Woodland Hills a major employment center with a concentration of healthcare, financial services, and professional services. The US 101–Conejo Connection has two stops in Thousand Oaks, including the TOTC and The Oaks Mall. The US 101–Conejo Connection operates from 5:50 a.m. to 8:30 p.m., Monday through Friday, and from 7 a.m. to 6:45 p.m. on Saturdays. The US 101–Conejo Connection is comprised of several local routes (50, 52, 53, 54, 55) and two express routes (52X, 54X) that only operate during morning and evening peak commute times. Headways across all routes range from 30 minutes to 2 hours on weekdays.

VCTC also operates several East County routes known as VCTC East, which provide round-trip bus service between Thousand Oaks, Moorpark, and Simi Valley. VCTC East operates from 5:40 a.m. to 7:40 p.m., Monday through Friday, and from 8:00 a.m. to 4:50 p.m. on Saturdays. Average headways are 1 hour on weekdays and 2 hours on Saturdays. Service makes four stops in Thousand Oaks, including the TOTC, The Oaks Mall, and the Senior/Teen Center complex.

## **Local Service**

### *Thousand Oaks Transit*

The Thousand Oaks Transit (TOT) service area includes the cities of Thousand Oaks and Westlake Village and Ventura County’s unincorporated areas of Newbury Park, Ventu Park, Lynn Ranch, Rolling Oaks, Oak Park, Hidden Valley, and Lake Sherwood. Collectively, TOT’s coverage area serves an estimated 200,000 people. TOT is the City of Thousand Oaks’ primary transit provider, and service includes fixed-bus routes and door-to-door paratransit. Descriptions of services provided by TOT are provided below.

### **FIXED-ROUTE SERVICE**

TOT’s fixed-route service is comprised of four local bus routes serving Thousand Oaks, Newbury Park, and surrounding areas. The fixed-route network was designed to provide service to major shopping centers, schools, hospitals, parks, and public facilities. Fixed-route service hours are 5:00 a.m. to 8:00 p.m., Monday through Friday, 7:00 a.m. to 8:00 p.m. on Saturdays, and paratransit services are provided on Sundays. Average headways are 60 minutes for all four routes. Routes 40, 43, and 44 operate parallel to US 101, whereas Route 41 and 42 operate parallel to SR 23. Transfers between Thousand Oaks buses are free as are transfers to/from VCTC buses. All fixed-route service except Routes 40 and 42 connect to the TOTC located at 265 South Rancho Road.

### **DIAL-A-RIDE/PARATRANSIT SERVICE**

The City operates a door-to-door Dial-A-Ride (DAR) program for passengers 65 years of age or older or who hold an Americans with Disabilities Act (ADA) card. DAR service is intended to fill transportation gaps between local, fixed-route transit and ADA-mandated paratransit services. Customers can use the DAR service to run errands, go shopping, or get to medical appointments. DAR services require advanced reservations and are offered from 5:00 a.m. to 8:00 p.m., Monday through Friday, and from 7:00 a.m. to 8:00 p.m. on weekends.

The City participates in the East County Transit Alliance (ECTA), an intercity DAR service that is provided through a cooperative agreement with the cities of Moorpark, Simi Valley, and the County of Ventura. The ECTA intercity DAR service also provides connections to other transit providers in east Ventura County. The service is offered Monday through Saturday 6:00 a.m. to 6:00 p.m. and requires advanced reservation.

### **PARK AND RIDE**

The City of Thousand Oaks has three designated park-and-ride facilities: Rancho Conejo Park-and-Ride (2305 Borchard Road), Janss Park-and-Ride (1300-1336 East Janss Road), and TOTC (265 South Rancho Road). The Rancho Conejo Park-and-Ride is open 24 hours a day, 7 days a week and is operated by Caltrans, functioning primarily as a rideshare lot. The Janss Park-and-Ride lot is also open 24 hours a day, 7 days a week and offers several handicap spaces and is also primarily used for ridesharing. The TOTC functions are divided, as the lower lot is exclusively used for ridesharing purposes, and the upper lot is dedicated for transit users. Transit services available at the TOTC include those provided by TOT, LADOT, Los Angeles Metro, and the VCTC.

### **THOUSAND OAKS TRANSPORTATION CENTER**

Near the US 101 and SR 23 interchange, the TOTC supports local and regional transit operators that provide connections to destinations through Ventura, Santa Barbara, and Los Angeles counties. Los Angeles Metro, LADOT Commuter Express, VCTC Transit, and TOT all make stops at this site. Hours of operation are from 4:45 a.m. to 8:15 p.m., Monday through Friday, and from 7:00 a.m. to 8:00 p.m. on weekends. The TOTC has an indoor passenger waiting area with concessions, free Wi-Fi, restrooms, bicycle storage lockers, and EV charging stations. Passengers can purchase tickets and passes from TOT headquarters, located on-site. The TOTC also provides parking for passengers using bus transit or regional shuttle services and is a designated park-and-ride facility. Third-party entities that provide tours also use TOTC parking facilities; however, no formal contracts exist between these entities and the City.

## 4.11.2 Regulatory Setting

### **a. Federal Regulations**

#### **United States Department of Transportation**

The United States Department of Transportation provides a number of grant programs, primarily for the construction and upgrading of major highways and transit facilities. Many of these grants are administered by the State and regional governments. Use of federal grant funding also invokes the National Environmental Protection Act in some cases.

## **b. State Regulations**

### **Caltrans Authority over the State Highway System**

Caltrans is responsible for the planning, design, construction and maintenance of all interstate freeways and state routes. It builds, maintains, and operates the State Highway System in California with a goal to facilitate the safe and efficient use of the state transportation system for all users. Caltrans sets standards in its 2020 Transportation Impact Study Guide that focus on the VMT metric. The document is intended to be a reference and informational document that aligns with the standards and thresholds established in the Governor’s Office of Planning and Research’s (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*. This document is available to be used by local governments to uniformly review transportation analysis and assess the operational standards of Caltrans-maintained facilities. The 2020 Transportation Impact Study Guide acts as a replacement for the 2002 Guide for the Preparation of Traffic Impact Studies but is only intended to be used with local land use projects and plans, not to be used for transportation projects on the State Highway System.

### **Complete Streets Act**

The Complete Streets Act was signed into law as AB 1358 in 2008. It requires that cities and other public agencies incorporate “complete street” policies and principles into their General Plans and Updates within the Circulation Elements, so that the plan addresses the needs of all users, including bicyclists and pedestrians. Caltrans Deputy Directive 64 (DD-64-R1 October 2008) embraces the Complete Streets Act and its incorporation into all phases of state highway projects, from planning to construction to maintenance and repair.

### **AB 32 and SB 375**

With the passage of AB 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide GHG emissions to 1990 levels by 2020. CARB is coordinating the response to comply with AB 32.

On December 11, 2008, CARB adopted its Scoping Plan for AB 32, which was subsequently updated in 2013, 2017, and 2022. This scoping plan included the approval of SB 375 as the means for achieving regional transportation related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the State comply with AB 32.

There are five major components to SB 375. First, regional GHG emissions targets: CARB’s Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each MPO in the state. These targets, which MPOs may propose themselves, are updated every 8 years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to prepare an SCS that provides a plan for meeting regional targets. The SCS and RTP must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target. The RTP and SCS are further described below.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, RHNA allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within 3 years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments also qualify if they: (1) are at least 50 percent residential, (2) meet density requirements, and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional transportation planning agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

### **SB 32**

Signed into law on September 8, 2016, the Global Warming Solutions Act or SB 32 (Health and Safety Code Section 38566) established a comprehensive program to reduce GHG emissions to combat climate change. This bill requires CARB to develop regulations to reduce GHG emissions to 40 percent below the 1990 levels by 2030. On January 1, 2017, the GHG rules and market mechanisms, adopted by CARB, took effect, and became legally enforceable.

### **SB 743**

SB 743, which was signed into law in 2013, directed OPR to develop revisions to the *CEQA Guidelines* by July 1, 2014 to establish new criteria for determining the significance of transportation impacts and define alternative metrics instead of traffic level of service. SB 743 requires the new criteria to “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” It also states that alternative measures of transportation impacts may include “vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated.” SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA by recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (PRC Section 21099, subdivision [b][2]).

### **AB 2911 (2018)**

Following the devastating 2017 fire season, AB 2911 was adopted to improve fire safety in subdivision developments. AB 2911 requires the State Board of Forestry and Fire Protection, in consultation with the State Fire Marshal, to survey local governments including counties, cities, and fire districts to identify existing subdivisions located in State Responsibility Areas or Very High Fire Hazard Severity Zones that are without a secondary means of egress route and are at significant fire risk. Through this Subdivision Review Program, the Board, in consultation with the State Fire Marshal and local governments, would develop recommendations to create secondary access to the subdivision, improvements to existing access roads, and other fire safety measures.

## **c. Local Regulations**

### **SCAG Connect SoCal RTP/SCS**

SCAG is required by State and federal law to prepare, update, and adopt an RTP/SCS every 4 years. The most recent update to the RTP was completed by SCAG in 2020 (Connect SoCal) and sets forth long-range transportation planning goals describing how the region will meet its transportation needs for the 25-year period from 2020 to 2045. Connect SoCal includes goals applicable to the

proposed project, including implementation of transit-oriented development, infill development and redevelopment, mixed-use development, alternative transportation, and transportation system management.

### **VCTC Comprehensive Transportation Plan**

The VCTC Comprehensive Transportation Plan (CTP) is a transportation vision for Ventura County that identifies ways of achieving this vision within constrained resources. The CTP is a long-range policy document, built from community-based, local priorities, and community-expressed need to enhance regional connections. It is aimed at ensuring mobility and enhancing the quality of life for all Ventura County residents. The CTP provides a framework for future community-based planning and collaboration and inform Ventura County's long range transportation decisions.

### **City of Thousand Oaks Active Transportation Plan**

The City's Active Transportation Plan (ATP) was adopted in 2019 to provide Thousand Oaks with planning guidance for non-motorized travel infrastructure improvements that make multi-modal transportation safer and more enjoyable. The ATP seeks to educate and to promote active transportation to increase bicycling and walking throughout the city to reduce VMT and GHG emissions.

### **City of Thousand Oaks Local Road Safety Plan**

The City's Local Road Safety Plan (LRSP), adopted in 2021 by the City Council, analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions on a citywide basis. The analysis evaluates where and why collisions occur and helps guide roadway design by informing which safety or enforcement countermeasures are appropriate for all modes of travel.

### **City of Thousand Oaks Road Design and Construction Standards**

The City Road Design and Construction Standards were adopted on May 15, 2018, by the City Council. The standards include specifications on design and construction, road cross sections, road design, storm drains, pedestrian access ramps, driveway design, traffic design, and other miscellaneous elements of roadways, such as bus turnouts and lighting.

### **City of Thousand Oaks VMT Analysis for CEQA Compliance**

The City of Thousand Oaks adopted an administrative policy on July 1, 2020, establishing an interim City-wide policy using VMT as the metric to measure transportation impacts from proposed development projects in conformance with CEQA and in compliance with Senate Bill 743. Government Code Section 15064.3 (b) (4) gives a lead agency the discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. On an interim basis, the City of Thousand Oaks utilizes Government Code 15064.7 (B), which allows jurisdictions to use thresholds on a case-by-case basis pursuant to Government Code 15064 (b)(2). The policy established project screening related to trip generation and low VMT Area mapping thresholds.

### 4.11.3 Impact Analysis

#### a. Methodology and Significance Thresholds

##### Methodology

The analysis in this section is based, in part, on the *CEQA Transportation Impacts Analysis Memorandum* prepared by Iteris in June 2023 (Appendix D). VMT estimates were modeled using the Ventura County Transportation Model (VCTM), a computerized travel demand model maintained by the VCTC. This land-use-based model, which is a sub-area model of SCAG's travel demand model, is consistent with SCAG's RTP/SCS travel-demand model assumptions and inputs. The model consists of a 2016 base year scenario, the most recent data available, and 2040 future year scenario. Although the proposed project would facilitate development through the year 2045, the 2040 future year scenario is assumed for the year 2045 as a conservative approach, because SCAG estimates a reduction in population and employment forecasts in Ventura County from 2040 to 2045.

The proposed project includes Implementation Action M-A.7, which requires the City to adopt and implement VMT Analysis Guidelines. These VMT Analysis Guidelines are not yet adopted. Accordingly, for this EIR the threshold used for VMT is based on the recommendations of the OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory). In order to determine the proposed project's potential level of impact related to VMT, a new VCTM scenario was prepared, incorporating the 2045 land use projections of the proposed project. For land use plans which include both residential and employment uses, the appropriate analysis metric is VMT per service population, where service population is defined as the number of residents plus the number of jobs. All VMT for trips beginning or ending in the city were accounted for, consistent with OPR's Technical Advisory. The Technical Advisory provides methodologies and thresholds of significance that may be used for project-level analysis of VMT impacts; however, for land use plans such as general plans, area plans, or community plans, the Technical Advisory recommends analyzing VMT outcomes over which the plan may substantively affect travel patterns, including beyond the boundary of the plan or jurisdiction's geography. The Technical Advisory recommends that general plans, area plans, or community plans may have a significant impact on transportation if the VMT increases would in aggregate exceed a threshold of 15 percent lower per capita or per employee VMT than existing regional development. The Technical Advisory includes evidence connecting this level of reduction to the State's GHG emission reduction goals (as provided in AB 32/SB 32 and SB 375 and in CARB's Scoping Plan). Therefore, for the purposes of this analysis, the proposed project's impact on VMT would be considered less than significant if the future year scenario VMT per service population of the Planning Area would be 15 percent or more below the existing/base year VCTM citywide VMT per service population.

While a 15 percent threshold is used in this Program EIR to analyze VMT impacts of the proposed project, this threshold may not necessarily be utilized by the City as lead agency for future projects. Lead agencies have the discretion to choose the most appropriate methodology to evaluate a project's VMT pursuant to *CEQA Guidelines* Section 15064.3(b)(4). The City anticipates to adopt and implement VMT Analysis Guidelines after adopting TO2045 in compliance with Implementation Action M-A.7, discussed above. Therefore, the 15 percent lower per capita and per employee VMT than existing regional development threshold used to analyze VMT of the proposed project in accordance with the OPR Technical Advisory may not necessarily be used for future projects in Thousand Oaks. As lead agency, the City may choose to adopt a lower threshold than OPR's



recommended threshold due to its geographical location relative to employment opportunities, topography, and other considerations. Until Implementation Action M-A.7 is implemented, the City may continue to apply VMT significance thresholds on a case-by-case basis per the City's interim administrative policy on VMT Analysis for CEQA Compliance.

### **Significance Thresholds**

Based on Appendix G of the *CEQA Guidelines*, a project would have a significant impact on transportation (TRA) if it would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
4. Result in inadequate emergency access.

### **b. Project Impacts and Mitigation Measures**

**Threshold 1:** Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

**Impact TRA-1 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE CTP, CONNECT SOCAL, THE ATP, THE LRSP, OR ANY OTHER APPLICABLE PROGRAM, PLAN, ORDINANCE, OR POLICY RELEVANT TO THE TRANSPORTATION SYSTEM. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

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The proposed project would facilitate residential and non-residential growth, which would increase multi-modal trips (vehicle, bicycle, pedestrian, and transit) onto the circulation network. This increase in multiple modes of travel would be in conformance with the goals and policies contained in the following plans affecting the city's circulation network:

- VCTC CTP
- SCAG 2020 RTP/SCS
- City of Thousand Oaks ATP
- City of Thousand Oaks LRSP

A brief discussion of the proposed project's consistency with the above plans follows.

### **CTP**

The VCTC CTP includes a Shared Vision of the Future statement which includes guiding principles for transportation in Ventura County. These principles include:

- Preserving Quality of Life
- A Connected and Integrated Transportation System
- Convenient and Accessible Options
- Inclusive of All Community Members and Needs
- Safe

- Balances All Interests
- Built from a Sustainable Plan

The proposed project would implement the following policies and implementation actions in the Mobility Element that align with the principles of the CTP:

- **Policy 2.2: Access to Services.** Provide safe and comfortable connections for walking and biking from residential areas to schools, parks, grocery stores, employment centers, transit stops, and essential services citywide.
- **Policy 3.5: Mixed-Use Development.** Require development of mixed-use to include multimodal improvements, such as convenient bicycle parking and storage facilities, electric vehicle charging stations, and vehicle share programs for reduced parking.
- **Policy 4.5: Development Standards.** Use development review guidelines that define transportation analysis and site design requirements to address multimodal access needs, connections to the surrounding street and mobility network, and right-size the roadway to the context of future development and its surroundings.
- **Policy 5.5 Transit Equity.** Consider measures that enable fare affordability, including free and/or reduced fares for people without access, such as special needs, seniors and low-income families.
- **Policy 6.3: Emissions Reduction.** Support and encourage the adoption of low- and zero-emission vehicles, clean vehicle technologies, charging infrastructure and services to reduce GHG emissions from vehicles.
- **Policy 6.4: Transportation Demand Management (TDM).** Promote and incentivize the use of TDM strategies for employers and expand options for emission reductions from commuting through means such as vehicle sharing, alternative fuel vehicle support, and telecommuting.
- **Implementation Action M-A.3: Complete Streets Guidelines.** Establish Complete Streets Guidelines to identify and guide the design of comprehensive, integrated multimodal corridors.
- **Implementation Action M-A.5: Active Transportation Plan.** Implement bicycle and pedestrian recommendations, with prioritization given to existing facilities on roadways with high-level of traffic stress. Implement targeted enforcement programs in partnership with schools and colleges. Install safe, useful, and convenient short and long-term bicycle parking facilities in the public right-of-way or near key destinations, City facilities, and transit facilities, and require the provision of bicycle parking at private developments. Maintain regular updates every 5 years to the ATP due to infrastructure improvements and reassessment of facility needs.

The proposed Mobility Element policies would improve pedestrian, transit, and bicycle infrastructure, and encourage emissions reduction from vehicles. Such improvements encouraged by these policies align with the guiding principles in the CTP listed above by connecting and integrating a multi-modal transportation system, creating accessible and convenient transportation options, being inclusive and equitable, and balancing transportation interests, all which would improve quality of life for residents in Thousand Oaks. Additionally, Implementation Action M-A.5 would create an ATP that would serve as a sustainable plan. Therefore, the proposed project would not conflict with the policies of the CTP.

## SCAG 2020 RTP/SCS

The proposed project includes policies in the Mobility Element that support facilitating development to promote regional transportation goals included in SCAG 2020 RTP/SCS to improve access to transit, improve access to alternative transportation, and mitigate adverse environmental effects. These policies include:

- **Policy 2.1: Mobility Barriers.** Prioritize investments that reduce first/last-mile barriers to transit stops and encourage alternative transportation options for activities of daily living.
- **Policy 2.3: Transit Service Coverage.** Work with Thousand Oaks Transit and regional transit providers to provide reliable and quality transit services to social services, healthcare facilities, and major employment areas.
- **Policy 2.6: Equitable Mobility.** Address the needs and perspectives of people of color, those who speak limited English, are cost-burdened, senior citizens, and the disabled in the design and development of new mobility services and technologies.
- **Policy 3.1: Active Travel Facilities.** Prioritize active transportation investments that provide a means for physical activity, and improve access to Thousand Oaks' parks, trails, equestrian facilities, open space, and recreational areas.
- **Policy 4.9: Regional Collaboration.** Collaborate with VCTC, SCAG, and Caltrans to obtain planning grants and update the Capital Improvement Plan, LRSP, Active Transportation Plan or other transportation planning efforts.
- **Policy 5.4: Multimodal Improvements.** Multimodal improvements should focus on enhancing access to Thousand Oaks Boulevard, Moorpark Road, and other major arterials.
- **Policy 6.1: Decrease Vehicle Trips.** Prioritize transportation and development investments and strategies that reduce single-occupancy vehicle trips.

With implementation of the policies included in the proposed Mobility Element, the proposed project would encourage active travel, alternative travel, equitable access, and a reduction in vehicle trips, consistent with the regional transportation goals of the SCAG 2020 RTP/SCS.

## ATP and LRSP

Both the ATP and LRSP are intended to amplify existing City policies that address active transportation and road safety by providing planning guidance for circulation system improvements. The proposed project's Mobility Element includes the following policies and implementation actions that reaffirm and implement both the ATP and LRSP:

- **Policy 1.1: Safety.** Use the LRSP to ensure a systemic safety approach to proactively mitigate conflict and address gaps in the system.
- **Policy 1.4: Active Transportation.** Reaffirm and implement the ATP, designed to provide guidance for non-motorized travel, infrastructure improvements that make multimodal transportation safer, provides connectivity, and safety thresholds for roadways that balance motorized and non-motorized transportation.
- **Policy 4.9: Regional Collaboration.** Collaborate with VCTC, SCAG, and Caltrans to obtain planning grants and update the Capital Improvement Plan, LRSP, Active Transportation Plan or other transportation planning efforts.

- **Implementation Action M-A.2: Vision Zero Policy and Action Plan.** Implement a systemic approach to proactively address safety risk; establish a High Injury Network (HIN) to target future bicycle and pedestrian investments.
- **Implementation Action M-A.5: Active Transportation Plan.** Implement bicycle and pedestrian recommendations, with prioritization given to existing facilities on roadways with high-level of traffic stress. Implement targeted enforcement programs in partnership with schools and colleges. Install safe, useful, and convenient short and long-term bicycle parking facilities in the public right-of-way or near key destinations, City facilities, and transit facilities, and require the provision of bicycle parking at private developments. Maintain regular updates every 5 years to the ATP due to infrastructure improvements and reassessment of facility needs.

The proposed project would require the use of the ATP and LRSP to guide future development in Thousand Oaks. Accordingly, the proposed project would be consistent with the ATP and LRSP, because the proposed project includes implementation of these plans to facilitate future development. Therefore, the proposed project would not conflict with the goals and policies of the ATP or LRSP.

Overall, implementation of the above Mobility Element policies and implementation actions would ensure consistency with circulation system plans discussed above in relation to roadways and bicycle, pedestrian, and transit facilities. Therefore, impacts would be less than significant.

### Mitigation Measures

No mitigation measures are required.

<b>Threshold 2:</b> Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
--

**Impact TRA-2 THE 2045 CITYWIDE VMT PER SERVICE POPULATION WITH THE PROPOSED PROJECT WOULD NOT ACHIEVE A REDUCTION OF AT LEAST 15 PERCENT BELOW THE EXISTING CITYWIDE VMT PER SERVICE POPULATION. AS A RESULT, THE PROPOSED PROJECT WOULD BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B). THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.**

Based on forecasted growth conditions of the proposed project, Iteris developed a VMT estimate using the VCTM for a future-year scenario described in Section 4.11.3(a), *Methodology and Significance Thresholds*. As described in Appendix D, the analysis prepared for the proposed project followed methodology recommended by OPR in the Technical Advisory. The proposed project's impact on VMT would be less than significant if the City's 2045 VMT per service population (residents and employees) would be at least 15 percent below the existing VMT per service population for the city. Table 4.11-1 provides a summary of existing VMT and future year 2045 VMT with the proposed project, as modeled in Appendix D.

**Table 4.11-1 Citywide VMT Summary**

Scenario	Total Daily VMT	Service Population	VMT per Service Population
Existing	6,338,536	203,926	31.08
Future Year 2045 with Proposed Project	6,758,023	235,654	28.68
<b>Percent Change</b>	<b>+ 6.6%</b>	<b>+ 15.5%</b>	<b>- 7.7%</b>

VMT = vehicle miles traveled  
 Source: Appendix D

While VMT rates would decrease by 7.7 percent with implementation of the proposed project compared to existing conditions, Thousand Oaks’ VMT per service population in 2045 would be 28.68, which is greater than 26.42 and corresponds to 15 percent below the existing VMT per service population.<sup>1</sup> The Mobility Element of the proposed project includes policies and implementation actions that specifically focus on VMT reduction programs:

- **Policy 6.1 Decrease vehicle trips.** Prioritize transportation and development investments and strategies that reduce single-occupancy vehicle trips.
- **Policy 6.2 Decrease vehicle miles traveled.** Prioritize pedestrian, bicycle and other micro-mobility transportation means, and transit enhancements. Encourage infill, mixed-use, and other land use development that locates resources and services near residents’ homes.
- **Policy 6.3 Emissions reduction.** Support and encourage the adoption of low- and zero-emission vehicles, clean vehicle technologies, charging infrastructure and services to reduce GHG emissions from vehicles.
- **Policy 6.4 Transportation Demand Management (TDM).** Promote and incentivize the use of TDM strategies for employers and expand options for emission reductions from commuting through means such as vehicle sharing, alternative fuel vehicle support, and telecommuting.
- **Implementation Action M-A.7 VMT-based transportation analysis policy and VMT mitigations for environmental review.** Adopt and implement the City’s Vehicles Miles Traveled (VMT) Analysis Guidelines, which defines VMT-based thresholds of significance for transportation impacts in environmental review and identifies TDM-based mitigations.

While the policies listed above would reduce VMT when implemented, implementation is not guaranteed to reduce VMT below the 15 percent of existing conditions threshold. Likewise, Implementation Action M-A.7 calls for adopting VMT guidelines that includes TDM-based mitigation. However, such guidelines and mitigation are yet to be adopted or implemented and cannot be assumed to reduce impacts sufficiently. Therefore, implementation of the proposed project would have a potentially significant impact on VMT and mitigation would be required.

**Mitigation Measure**

*TRA-1 Achieve VMT Reductions for Development Projects*

In the interim, prior to the City adopting VMT Analysis Guidelines included as Implementation Action M-A.7 of the proposed project, for individual projects that exceed the City’s recommended threshold below the VMT average based on project-specific VMT analysis, the City shall require the project applicant to implement project-level VMT reduction strategies. The City shall design

<sup>1</sup> 31.08 VMT per service population \* 85 percent = 26.42 VMT per service population

strategies for the proposed project to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs and project-specific mitigation shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking. VMT reduction strategies may include, but are not limited to, the following:

1. Provision of bus stop improvements or on-site mobility hubs
2. Pedestrian improvements, on-site or off-site, to connect to nearby transit stops, services, schools, shops, etc.
3. Bicycle programs, including bike purchase incentives, storage, maintenance programs, and on-site education program
4. Enhancements to the citywide bicycle network
5. Parking reductions and/or fees set at levels sufficient to incentivize transit, active transportation, or shared modes
6. Cash allowances, passes, or other public transit subsidies and purchase incentives
7. Providing enhanced, frequent bus service
8. Implementation of shuttle service

Following the City's adoption of VMT Analysis Guidelines, individual projects shall be evaluated and mitigated in accordance with the procedures outlined in the VMT Analysis Guidelines.

### **Significance After Mitigation**

Although Mitigation Measure TRA-1 would require project applicants of individual projects with potentially significant VMT impacts to implement VMT reduction strategies, because the uncertainty relating to the feasibility of implementing VMT reduction strategies and the timing that it would take to implement VMT reduction strategies for individual projects, the effectiveness of reducing an individual project's VMT impact is speculative at this programmatic stage. As a result, because specific project-level details are unknown at this level of planning, individual developments facilitated by the proposed project may exceed VMT thresholds. Adoption and implementation of the City's VMT Analysis Guidelines in accordance with Implementation Action M-A.7 would ensure that development facilitated by the project would generally be consistent with SB 743. However, individual projects that may occur would not be guaranteed to be below thresholds in the adopted VMT Analysis Guidelines nor would feasible mitigation therein necessarily reduce VMT below thresholds. Therefore, the project's impacts related to VMT would be significant and unavoidable.

<p><b>Threshold 3:</b> Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?</p>
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**Impact TRA-3 THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO GEOMETRIC DESIGN FEATURES OR INCOMPATIBLE USES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

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The proposed project does not grant entitlements for any specific project or future development and would not implement specific design features or specifications for new project-level development, roadways, or other transportation facilities. The City maintains *Road Design and Construction Standards and Standard Land Development Specifications* for public improvements and private facilities (e.g., internal circulation, ingress/egress) that guide the construction of

transportation facilities to minimize design hazards for all users of the transportation system. In addition, the City identifies appropriate safety measures to minimize collisions in the LRSP. As individual developments are built out, applicants would be required to follow appropriate federal, State, and City-design guidelines in implementing roadway improvements necessary to alleviate transportation hazards. Furthermore, policies and Implementation Action proposed in the Mobility Element would further reduce potential design hazards:

- **Policy 1.1: Safety.** Use the LRSP to ensure a systemic safety approach to proactively mitigate conflict and address gaps in the system.
- **Policy 1.2: Roadway Design.** Design and maintain the public right-of-way through a complete streets approach that facilitates safe, comfortable, and efficient travel for all travelers on the roadway.
- **Policy 1.3: Intersection Design.** Prioritize mobility and safety for non-motorized modes in all intersection designs.
- **Implementation Action M-A.2: Vision Zero Policy and Action Plan.** Implement a systemic approach to proactively address safety risk; establish a High Injury Network (HIN) to target future bicycle and pedestrian investments.

For the reasons described above, implementation of TO2045 would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). This impact would be less than significant.

### Mitigation Measures

No mitigation measures are required.

<b>Threshold 4:</b> Would the project result in inadequate emergency access?
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**Impact TRA-4 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD ADHERE TO EXISTING STATE AND CITY REQUIREMENTS FOR EMERGENCY ACCESS. THEREFORE, THE PROPOSED PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

Construction of development facilitated by the proposed project could temporarily impair emergency access points used for emergency access vehicles. However, standard construction procedures outlined in the City's *Road Design and Construction Standards and Standard Land Development Specifications* require traffic control for all work performed in the right-of-way, including implementation of a traffic control plan which would provide access for emergency vehicles (City of Thousand Oaks 2018). Any construction on the State Highway System would be required to create a temporary traffic control plan that adheres to the standards set forth in the *California Manual of Uniform Traffic Control Devices* (Caltrans 2023).

Safety Element policies and implementation actions would reduce impacts to emergency access and include:

- **Policy 5.2: Road widths and clearances.** Ensure that new development has appropriate road widths and clearances in accordance with:
  - Standards specified in the City of Thousand Oaks Road Standards and construction specifications in effect at the time of construction.
  - Any other standard and specific conditions required by State and County Fire Codes and VCFPD in the permit application.

- **Policy 5.13: Ingress and Egress Points.** Whenever feasible, require the construction of multiple ingress and egress points for new development projects in high fire hazard severity zones. For example, each neighborhood should have at least two emergency evacuation ingress and egress points. See Figure 10.7.
- **Implementation Action S-A.7: Evaluate Evacuation.** Evaluate evacuation route capacity, safety, and viability under a range of emergency scenarios as part of the next update to the Hazard Mitigation Plan, in accordance with AB 747.

Implementation of these policies would ensure that roadways are constructed adequately to accommodate emergency vehicles and that emergency scenarios are evaluated in accordance with AB 747. Additionally, as discussed under Section 4.14, *Effects Found Not to be Significant*, under *Hazards and Hazardous Materials*, compliance with SB 99 and AB 747 would reduce emergency access impacts related to evacuation.

Operation of development facilitated by the proposed project would be required to adhere to applicable fire department design standards for emergency vehicle access. CCR Title 19, Article 3, Section 3.05 requires access roads from every building to a public street to be all-weather hard-surfaced right-of-way not less than 20 feet in width. VCFD's Standard 501 provides additional minimum requirements for fire apparatus access roads, including gates, fire lanes, and turnarounds/turnouts (VCFD 2022). Additionally, the City's Road Design and Construction Standards and Ventura County Fire Access Ordinance 29 would ensure emergency vehicle access. Development facilitated by the proposed project would be reviewed by City staff to ensure consistency with applicable City and State design standards, including standards for project access points, location, and design for emergency access. Therefore, the proposed project would not result in inadequate emergency access. This impact would be less than significant.

## Mitigation Measures

No mitigation measures are required.

### 4.11.4 Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a city's planning area. Therefore, the analysis of the proposed project's impacts also constitutes the cumulative analysis.

In accordance with Impact TRA-1, cumulative plans and projects would be required to comply with local regulations and policies, like the proposed project. The project's incremental contribution to cumulative impacts would be less than significant.

Cumulative development could result in changes to baseline VMT conditions that conflict with *CEQA Guidelines* section 15064.3, subdivision (b). As described in Impact TRA-2 the proposed project would be inconsistent with OPR's recommended VMT threshold for plan-level projects. Because the analysis for the project is based on VMT per service population citywide, the proposed project's significant and unavoidable impact on VMT finding implies that the proposed project would also have a cumulatively considerable contribution. Therefore, cumulative VMT impacts would be significant, and the proposed project would have a cumulatively considerable contribution on VMT impacts.

Some types of transportation impacts are related to site- and project-specific characteristics, and conditions would not be significantly affected by other development outside Thousand Oaks.



Compliance with applicable regulations and oversight, including Caltrans design guidelines, City design guidelines, and VCFD standards would effectively reduce the potential for individual projects to create a transportation hazard (Impact TRA-3) or emergency access (Impact TRA-4) impacts within Thousand Oaks, as well as Ventura County. Therefore, cumulative impacts related to transportation hazards and emergency access would be less than significant.

## 4.12 Utilities and Service Systems

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This section describes the existing utilities and service systems in the Planning Area and discusses the potential impacts to utilities and service systems resulting from implementation of the proposed project.

### 4.12.1 Setting

#### a. Water Supply and Demand

The City of Thousand Oaks is supplied with water through four water purveyors. These include the City’s water agency, California American Water Company (Cal Am), California Water Service (Cal Water), and Camrosa Water District (Camrosa). The City also serves unincorporated areas in Ventura County (City of Thousand Oaks 2021). Table 4.12-1 presents a breakdown of the water service providers in relation to the percentage of water users within the City.

**Table 4.12-1 Water Service Providers**

<b>Water Service Provider</b>	<b>Percentage of City Users*</b>
California-American Water Company	48%
City of Thousand Oaks	36%
California Water Service	16%
Camrosa Water District	Less than 1%

\*Approximate

Source: City of Thousand Oaks 2021

The potable water distributed by the City, Cal Am, and Cal Water is imported water purchased from the Calleguas Municipal Water District (CMWD), which receives its supply from The Metropolitan Water District of Southern California (MWD). This water is imported through the State Water Project (SWP), which is operated by the California Department of Water Resources (DWR). CMWD has a contractual agreement with MWD for the purchase of as much water as demanded in the CMWD service area and available through the SWP. Additionally, the potable water distributed by Camrosa is imported water from CMWD and raw well water (i.e., groundwater) from a number of local water basins and aquifers (Camrosa 2021). The City of Thousand Oaks 2020 Urban Water Management Plan (UWMP), Cal Am 2020 UWMP, Cal Water 2020 UWMP, and Camrosa 2020 UWMP give a projected water supply of 11,775 acre-feet per year (AFY), 19,900 AFY, 7,272 AFY, and 26,800 AFY, respectively, as shown in Table 4.12-2.

**Table 4.12-2 Water Supply in Acre Feet**

Water Source	2025	2030	2035	2040	2045
<b>City of Thousand Oaks</b>					
Imported Supplies from CMWD (Existing Supplies)	10,191	10,462	10,733	11,004	11,275
Treated Groundwater from Los Robles Desalter (Planned Supplies)	500	500	500	500	500
<b>Total</b>	<b>10,691</b>	<b>10,962</b>	<b>11,233</b>	<b>11,504</b>	<b>11,775</b>
<b>California American Water Company</b>					
Purchased/Imported Water from CMWD	15,125	19,900	19,900	19,900	19,900
<b>Total</b>	<b>15,125</b>	<b>19,900</b>	<b>19,900</b>	<b>19,900</b>	<b>19,900</b>
<b>California Water Service Company</b>					
Purchased/Imported Water from CMWD	6,943	6,818	6,821	6,816	6,836
Recycled Water from CMWD	436	436	436	436	436
<b>Total</b>	<b>7,379</b>	<b>7,254</b>	<b>7,257</b>	<b>7,252</b>	<b>7,272</b>
<b>Camrosa Water District</b>					
Purchased/Imported Water from CMWD	7,900	7,900	7,900	7,900	–
Groundwater from the Santa Rosa, Pleasant Valley (Fox Canyon Aquifer), Tierra Rejada Basins	7,700	7,700	7,700	7,700	–
Desalinated Water	1,000	1,000	1,000	1,000	–
Recycled Water	10,200	10,200	10,200	10,200	–
<b>Total</b>	<b>26,800</b>	<b>26,800</b>	<b>26,800</b>	<b>26,800</b>	<b>–</b>

CMWD = Calleguas Municipal Water District

Note: Camrosa’s Urban Water Management Plan does not project to 2045.

Sources: City of Thousand Oaks 2021, Cal Am 2021, Cal Water 2021, Camrosa 2021

## Groundwater

According to the City of Thousand Oaks 2020 UWMP, groundwater is not currently a source of potable water for the City, which owns two groundwater production wells: the Hillcrest Drive and Los Robles Golf Course wells. Both wells tap into the Conejo Valley Groundwater Basin in different locations and are currently only used for limited irrigation purposes; however, local groundwater quality poses a major constraint on their use (City of Thousand Oaks 2021). The City is assessing potential methods of independence from imported water sources, such as possible implementation of the Los Robles Desalter, which could help meet a portion of its annual water demands starting in 2025 (City of Thousand Oaks 2021). Cal Am and Cal Water do not currently utilize groundwater as a potable water source (Cal Am 2021, Cal Water 2021).

## Water Demand

Table 4.12-3 provides a breakdown of the projected water demand, by land use type, for the period 2025 to 2045. Of the uses served, single-family residential development is projected to be responsible for a majority of the water usage in this period. Note that the projections in each

UWMP is independent of the population growth projections for TO2045 as shown in Section 4.9, *Population and Housing*.

**Table 4.12-3 Projected Water Demand by Type in Acre Feet**

<b>Water Source</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>
<b>City of Thousand Oaks</b>					
Single-Family	6,902	7,077	7,252	7,427	7,602
Multifamily	725	743	761	780	798
Commercial	1,199	1,229	1,260	1,290	1,320
Landscape	1,403	1,439	1,474	1,510	1,546
Other	7	7	7	7	7
System Losses	455	467	478	490	501
<b>Total</b>	<b>10,691</b>	<b>10,962</b>	<b>11,233</b>	<b>11,504</b>	<b>11,775</b>
<b>California American Water Company</b>					
Residential- Single-Family and Multifamily	9,604	9,667	9,729	9,786	9,844
Commercial	3,101	3,122	3,142	3,160	3,179
Industrial	1,419	1,429	1,438	1,446	1,455
Other Public Authority	1,021	1,028	1,034	1,040	1,047
Company Accounts	0	0	0	0	0
Fire Service	207	209	210	211	213
Miscellaneous	22	22	22	22	22
Losses	1,286	1,295	1,303	1,311	1,318
<b>Total</b>	<b>16,662</b>	<b>16,770</b>	<b>16,878</b>	<b>16,978</b>	<b>17,077</b>
<b>California Water Service Company</b>					
Single-Family	4,578	4,527	4,527	4,517	4,530
Multifamily	199	196	196	196	196
Commercial	1,520	1,502	1,504	1,507	1,510
Institutional/Government	186	183	183	183	183
Industrial	0	0	0	0	0
Other Potable	4	4	4	4	4
Landscape	0	0	0	0	0
Losses	456	405	407	410	412
<b>Total</b>	<b>6,943</b>	<b>6,818</b>	<b>6,821</b>	<b>6,816</b>	<b>6,836</b>
<b>Camrosa Water District</b>					
Single-Family	4,188	4,240	4,519	4,572	-
Multifamily	369	387	406	424	-
Commercial and Industrial	555	556	558	559	-
Institutional and Governmental	317	317	317	317	-
Landscape	675	675	675	675	-
Agriculture	913	913	913	913	-
Distribution System Losses	548	533	577	582	-
<b>Total</b>	<b>7,564</b>	<b>7,642</b>	<b>7,965</b>	<b>8,042</b>	<b>-</b>

Sources: City of Thousand Oaks 2021, California American Water Company 2021, Cal Water Service Company 2021, Camrosa Water District 2021

## **b. Wastewater**

The City provides wastewater collection for residents and businesses in Thousand Oaks. The City's Public Works Department, Wastewater Division, is responsible for the planning, administration, operation, and maintenance of the wastewater collection and interceptor systems (City of Thousand Oaks 2020). Structured as an enterprise function of the City, revenues for the Division's activities are funded by existing and new system users through service and connection charges. The system consists of 382 miles of separate sanitary sewers ranging from 6 inches to 48 inches in diameter (City of Thousand Oaks 2020). Some of the oldest sewers in the system date back to 1958, when the area was first serviced by sewer connections. In 2002, the City developed its own Wastewater Interceptor Master Plan, which established a Capital Improvement Program for the wastewater collection system, as well as an assessment of the operations and maintenance program in comparison with other agencies (City of Thousand Oaks 2002).

Approximately 90 percent of the wastewater generated in Thousand Oaks undergoes tertiary treatment at the Hill Canyon Treatment Plant (HCTP), while wastewater generated in the easternmost portion of the city is collected and treated by the Las Virgenes Municipal Water District (City of Thousand Oaks 2020). HCTP has the capacity to treat approximately 14 million gallons per day (MGD) (currently averaging around 8 MGD), which arrives to the plant via two main lines fed from the City's network of dedicated pipelines. Sewer lines bring in untreated water from toilets and drains in homes, businesses, and industrial sites throughout the city. This water is confined in pipes and for the most part is gravity fed (City of Thousand Oaks 2020). Las Virgenes Municipal Water District treats water at the Tapia Water Reclamation Facility (TWRF) which has a capacity of 16 MGD and currently treats approximately 9.5 MGD (Las Virgenes Municipal Water District 2023).

Two lift stations located in the City at Olsen Road and Lawrence Drive are used to move a small portion of the wastewater uphill where necessary. At the HCTP, wastewater is treated to a level of cleanliness that renders it suitable for unrestricted reuse and is then discharged into Conejo Creek joining untreated stormwater. The combined effluent flows northwards out of Hill Canyon to the Santa Rosa Valley, where it travels west and downhill into the Oxnard Plain. Approximately 7 miles downstream of the plant, Camrosa pumps some of the water from the Conejo Creek into storage ponds for eventual distribution to agriculture customers for irrigation. Through this process, an average of 9,000 AFY of treated wastewater is provided for various beneficial uses. The unpumped water continues and joins with Calleguas Creek, which flows to the Pacific Ocean through Mugu Lagoon (City of Thousand Oaks 2020).

## **c. Stormwater**

Land development in Thousand Oaks has created impervious surfaces, which has increased the amount of runoff and pollutants entering stormwater conveyance systems (City of Thousand Oaks 2020). Thousand Oaks has a stormwater conveyance system, which transports stormwater directly to receiving waters, including local channels, rivers, and the ocean. The City provides stormwater and control services to comply with the Ventura Countywide Municipal Stormwater NPDES permit (City of Thousand Oaks 2020).

## **d. Solid Waste**

Scheduled solid waste service in the Planning Area is managed through an exclusive franchise agreement with Athens Services beginning in 2022. Service is provided throughout the city with three collection containers, blue for recycling, green for organics (yard and food waste) and black

for trash. Residents receive weekly service and commercial entities as needed, up to six days per week. Athens Services utilizes Simi Valley Landfill and Recycling Center (SVLCR) and Calabasas landfill for trash disposal, the Sun Valley Materials Recovery Facility for Recycling and American Organics in Victorville for organic waste. In addition to the exclusive franchise, the City holds limited franchise agreements with other haulers for temporary waste such as from construction and demolition.

The SVLCR is permitted as a Class III non-hazardous landfill (City of Thousand Oaks 2020). The landfill has a permitted total area of 887 acres, with 368 acres permitted for disposal (California Department of Resource Recovery and Recycling [CalRecycle] 2019). The facility is permitted to accept 64,750 tons of waste per week (CalRecycle 2019). The landfill's current permitted capacity is 119.6 million cubic yards (MCY) (CalRecycle 2019). In 2016 the SVLCR landfill contained 31.3 MCY of waste with a remaining capacity of 88.3 MCY, which is estimated to be reached in the year 2068 (City of Thousand Oaks 2020). In 2020, the City of Thousand Oaks disposed of approximately 119,123 tons of mixed solid waste, equivalent to a per capita disposal rate by population of 5.20 pounds per person per day (PPD) and a per capita disposal rate by employee of 10.00 PPD, which are below the State disposal targets for population of 7.50 PPD and for employees of 14.80 PPD (CalRecycle 2021).

#### **e. Electricity**

The Planning Area is served with electricity through a Community Choice Aggregation program provider, Clean Power Alliance (CPA), which is the default electricity generator for more than 30 jurisdictions throughout Los Angeles and Ventura Counties. The City joined CPA in 2017 and began receiving power from them in 2019. The Citywide default is for 100 percent clean renewable electricity for all residents and businesses. Entities can opt for a different plan through CPA or opt out of CPA and receive their electricity from SCE. Electricity billing and delivery services are provided by SCE.

In 2021, 88 percent of residents and 90 percent of businesses received electricity from CPA, with the remaining 12 percent (residents) and 10% percent(businesses) receiving electricity from SCE. CPA's Green Power mix is sourced from 100 percent renewable energy; as of 2021, approximately 31 percent of SCE's power mix was sourced from renewable resources, including solar, wind, eligible hydroelectric, geothermal, and biomass.

#### **f. Natural Gas**

The Planning Area is provided with natural gas services by the Southern California Gas Company (SoCalGas). In 2021, SoCalGas produced approximately 5,100 million therms of natural gas and sold 30 million therms to City residents and businesses. Natural gas supplied by SoCalGas is sourced primarily from basins in New Mexico and Texas (SoCalGas 2023).

#### **g. Telecommunications**

Telecommunications services in Thousand Oaks are provided by private vendors and agencies. Wireless, voice over internet providers and traditional landline phone services are available in Thousand Oaks. Wireless service is provided through multiple providers, who lease or operate four wireless cell facilities in the city, as well as facilities in surrounding jurisdictions. At least four voice over internet service providers operate in the city, including: VoIPLY, COIPI, ITP and AXvoice. Thousand Oaks is also served by at least two traditional landline phone service providers, including ECG and Pioneer Telephone (City of Thousand Oaks 2020).

There are 20 internet service providers and five mobile internet providers in the city, nine of which offer residential service. These include three cable providers, three fiber optic providers, four DSL providers, two satellite providers, three fixed wireless providers and six copper wire providers. Mobile internet is provided by AT&T, T-Mobile, Verizon, Sprint, and Metro. Publicly funded internet access is available at the Grant R. Brimhall and Newbury Park Branch libraries (City of Thousand Oaks 2020).

In March 2019, the City of Thousand Oaks City Council established an Urgency Ordinance (Municipal Code Amendment 2018-70719) to set up a process for expedited processing of permits for “small wireless facilities.” The ordinance is in response to Federal Communications Commission (FCC) Rule 18-133, published in October of 2018, which requires jurisdictions to process permits for “small wireless facilities” in 90 days. The FCC rule was established to ensure the rapid implementation of new data technology, including 5G technology. By establishing the Urgency Ordinance, the City can set aesthetic guidelines and preferential siting of proposed “small wireless facilities” (City of Thousand Oaks 2020).

## 4.12.2 Regulatory Setting

### a. Federal Regulations

#### **Clean Water Act**

The primary goals of the Federal CWA, (33 U.S. Code Sections 1251 *et seq.*) are to restore and maintain the chemical, physical, and biological integrity of the nation’s waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollutant discharges. The CWA sets forth a number of objectives in order to achieve the above-mentioned goals. The CWA objectives include regulating pollutant and toxic pollutant discharges; providing for water quality which protects and fosters the propagation of fish, shellfish and wildlife; developing waste treatment management plans; and developing and implementing programs for the control of non-point sources pollution.

#### **NPDES**

The NPDES permit program was established in the CWA to regulate municipal and industrial discharges to surface waters of the U.S. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge, prohibitions on discharges not specifically allowed under the permit, and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a sewage treatment plant.

The NPDES program is administered by the SWRCB through the RWQCBs and requires municipalities to obtain permits that outline programs and activities to control wastewater and stormwater pollution. The Federal CWA prohibits discharges of stormwater from construction projects unless the discharge is in compliance with an NPDES permit. The SWRCB is the permitting authority in California and adopted an NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) (Order 2009-0009, as

amended by Orders 2010-0014-DWQ and 2012-006-DWQ). Containment and spill cleanup are also encompassed in the SWPPP. This includes inspections for spills, a requirement that chemicals be stored in watertight containers with secondary containment to prevent spillage or leakage, procedures for addresses hazardous and non-hazardous spills, including a spill response and implementation procedure, include on-site equipment for cleanup and spills, and spill training for construction personnel.

## **Title 40 of the CFR**

Title 40 of the CFR, Part 258 (Resource Conservation and Recovery Act, Subtitle D) contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design, groundwater monitoring, and closure of landfills.

## **b. State Regulations**

### **Water Supply**

#### *SB 610 and SB 221, Water Supply Assessment and Verification*

SB 610 and SB 221 amended State law, effective January 1, 2002, to improve the link between the information on water supply availability and certain land use decisions made by cities and counties. Both statutes require detailed information regarding water availability to be provided to City and County decision-makers prior to approval of specified large (greater than 500 dwelling units or 500,000 square feet of commercial space) development projects. Both statutes also require this detailed information to be included in the administrative record that serves as the evidentiary basis for an approval action by the City or County on such projects. Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects as defined in Water Code 10912, subject to the CEQA. Under SB 221, approval by a City or County of certain residential subdivisions requires an affirmative written verification of sufficient water supply. SB 610 and SB 221 do not contain provisions that explicitly apply to the development of a General Plan; however, local jurisdictions have the discretion to incorporate the requirements of SB 610 and SB 221 into their General Plan, ensuring compliance with these regulations.

#### *Water Conservation Act of 2009*

The Water Conservation Act of 2009 (SB X7-7), effective November 9, 2009, requires each urban retail water supplier to develop urban water use targets and agricultural water suppliers to implement efficient water management practices.

#### *Executive Order B-37-16, Making Water Conservation a California Way of Life, AB 1668 (2018) and SB 606 (2018)*

The California Department of Water Resources (DWR) is responsible for developing water budgets for urban retail water suppliers that will include allocations for indoor residential water use, outdoor residential water use, commercial, industrial and institutional (CII) irrigation with dedicated meters, water loss, and other unique local uses. Each water agency will be responsible for developing efficiency measures to meet these allocations.



### *Porter-Cologne Water Quality Control Act*

The State of California is authorized to administer federal or State laws regulating water pollution in the state. The Porter-Cologne Water Quality Control Act (Water Code Section 13000 *et seq.*) includes provisions to address requirements of the CWA. These provisions include NPDES permitting, dredge and fill programs, and civil and administrative penalties. The Porter-Cologne Act is broad in scope and addresses issues relating to the conservation, control, and utilization of the water resources of the state. Additionally, the Porter-Cologne Act states that the quality of all the waters of the state (including groundwater and surface water) must be protected for the use and enjoyment by the people of the state.

### *Urban Water Management Planning Act*

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Section 10610 *et seq.*), which requires urban water suppliers to develop water management plans to actively pursue the efficient use of available supplies. Every 5 years, water suppliers are required to develop UWMPs to identify short-term and long-term water demand management measures to meet growing water demands.

### *AB 1881*

AB 1881 expanded previous legislation related to landscape water use efficiency. AB 1881, the Water Conservation in Landscaping Act of 2006, enacted landscape efficiency recommendations of the California Urban Water Conservation Council for improving the efficiency of water use in new and existing urban irrigated landscapes in California. AB 1881 required the DWR to update the existing Model Local Water Efficient Landscape Ordinance and local agencies to adopt the updated model ordinance or an equivalent. The law also requires the CEC to adopt performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

## **Energy Supply**

### *SB 100*

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

## **Solid Waste**

### *SB 1374*

SB 1374 states that the California Integrated Waste Management Board (CIWMB) must receive an annual report, including progress made by jurisdictions in regard to their advances on diverting construction and demolition waste material. The CIWMB specified that CalRecycle was required to develop a model ordinance (i.e., an example ordinance for use by local jurisdictions) that would divert 50 percent to 75 percent of construction and demolition waste materials from landfills.

### *AB 939 and AB 341*

The California Integrated Waste Management Act of 1989, also known as AB 939, implemented a specific plan for cities to submit a Source Reduction and Recycling Element (SRRE) to their corresponding county. The SRRE includes measures of waste characterization source reduction, recycling, composting, solid waste facility capacity, education and public information, funding special waste (asbestos, sewage, sludge, etc.), and household hazardous waste. AB 939 requires cities to meet the Waste Diversion Mandates, which proposed a goal of reducing 25 percent of solid waste from landfills by January 1995, and a 50 percent reduction by January 2000. AB 341 was later passed with a goal of achieving a 75 percent solid waste reduction by January 2020.

### *SB 1383*

SB 1383 was adopted in September 2016 and establishes targets to achieve a 75 percent reduction in the level of Statewide landfilled organic waste from the 2014 level by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. In addition, SB 1383 regulations require that jurisdictions conduct education and outreach on organics recycling to all residents, businesses, haulers, solid waste facilities, and local food banks and other food recovery organizations.

### *CalGreen (CCR, Title 24)*

CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Specifically, new development projects constructed in California after January 1, 2017 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of CALGreen (CCR, Title 24, Part 11). The outdoor water use standards of CALGreen, which requires a 20 percent reduction in indoor water use, are already addressed by the City's Water Conservation Ordinance. CALGreen was most recently updated in 2022.

## **c. Local Regulations**

### **Construction and Demolition Debris Recycling Ordinance (No. 1639-NS)**

Established in 2017, this ordinance requires that construction and/or demolition projects divert a minimum of 65 percent of their construction and demolition waste from landfill disposal through recycling and reuse. Compliance with the City ordinance requires that building permit applicants submit a Waste Management Plan for approval before receiving a permit and a Final Report at the time of Final Inspection of their project.

### **Urgency Ordinance (Municipal Code Amendment 2018-70719)**

The City of Thousand Oaks set a process for expedited processing of permits for "small wireless facilities." The ordinance is in response to FCC Rule 18-133, published in 2018, which requires jurisdiction to process permits for "small wireless facilities" in 90 days. The FCC rule was established to ensure the rapid implementation of new data technology, including 5G technology. By establishing the Urgency Ordinance, Thousand Oaks can set aesthetic guidelines and preferential siting of proposed "small wireless facilities."

## City of Thousand Oaks Municipal Code

### *Title 6. Sanitation and Health*

Title 6, Chapter 2, addresses the control, regulation and proper disposal of solid waste, organic waste, and recyclable materials. The storage, accumulation, collection, processing, and disposal of such materials is necessary to avoid environmental impacts. Sec. 6-2.701. Commercial, multifamily (MFD-C), and mixed-use dwelling enclosures, specifically address waste enclosure design, access, adequate signage (compostables and recyclables), and compactor units. Title 6, Chapter 3, establishes the regulations necessary to reduce landfill waste caused by construction and demolition activity. The purpose of this chapter is to emphasize diversion, recycling, and/or salvaging construction and demolition waste materials resulting from projects in compliance with the CalGreen requirements.

### *Title 7: Public Works*

Title 7, Chapter 4, discusses water, sewer lines, facilities, supply, exceptions, and violations with the purpose to minimize and/or accommodate for accidental contamination of water. Existing regulations should provide reasonable protection for public health under ordinary conditions; however, under unusual circumstances, it would be required for a Health Officer, Public Works Director, or civil engineer to assess the situation and provide an adequate approach. Unusual circumstances are defined by the Thousand Oaks Municipal Code as extremely permeable soil, water lines that operate at or below atmospheric pressure, and severe exposure to forces that may rupture lines.

### *Title 10: Utilities*

Title 10, Chapter 1 and Chapter 2 notices that the Public Works Department administers and controls the wastewater properties, facilities, and services of the city. Title 10, Chapter 2 provides established water conservation measures, including permanent water conservation requirements. These include the elimination of non-functional (i.e. ornamental) turf on commercial, industrial and institutional properties.

## 4.12.3 Impact Analysis

### **a. Methodology and Significance Thresholds**

#### **Methodology**

Impacts related to utilities and service systems were evaluated by forecasting utility demands associated with TO2045 and comparing estimated utility demands to current and planned service system capacity and availability. Utilities and service system demands of the proposed project have been quantified where possible, based on readily available information. Where insufficient data was able to quantify demands, such demands are discussed qualitatively in order to inform the impact analysis.

## Significance Thresholds

Based on Appendix G of the *CEQA Guidelines*, the project would have a significant impact on utilities and service systems (UTIL) if it would:

1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
2. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
4. Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

### b. Project Impacts and Mitigation Measures

<b>Threshold 1:</b> Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
<b>Threshold 3:</b> Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

**Impact UTIL-1 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD INCREASE DEMAND FOR ADDITIONAL UTILITY INFRASTRUCTURE; HOWEVER, NO SUBSTANTIAL RELOCATION OR CONSTRUCTION OF UTILITY SERVICES WOULD BE REQUIRED TO SERVICE THE PROPOSED PROJECT BEYOND EXISTING CONDITIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

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## Water

Growth and development facilitated by the proposed project would generally occur in developed areas of Thousand Oaks with existing water infrastructure; however, increased density in developed areas could require additional water infrastructure and upgrades to existing infrastructure. Potential environmental impacts associated with developing new water supply connections would be evaluated and mitigated as necessary as part of the City's review of individual development applications for consistency with applicable policies of the 2045 General Plan and City Municipal Code requirements. As described in Section 2.4.4.1 of Section 2, *Project Description*, the proposed project would emphasize development in specific sub-areas of Thousand Oaks that are already in an urban area with existing water infrastructure that has been subject to previous disturbance. The proposed project's Conservation Element Policy 1.3 requires the City to update existing design guidelines to prohibit development that impacts ridgelines or other natural land features, and the proposed project's Parks and Open Space Element contains multiple policies intended to preserve

existing open space. Accordingly, development facilitated by the proposed project is anticipated to generally avoid undeveloped areas lacking water infrastructure and focus development in urban areas of the Planning Area with existing water infrastructure. Additionally, water utility mains are often located beneath existing roadways, which are typically paved and do not contain sensitive environmental resources, such as wetlands and riparian habitat. Therefore, the proposed project would not result in the relocation or construction of water facilities such that significant environmental impacts would occur.

## Wastewater

The development envisioned in the proposed project would generate wastewater that requires treatment before discharge or reuse. For example, the proposed project envisions development that would have bathrooms with toilets and showers that generate wastewater. The estimate of additional wastewater that would be generated by residential development facilitated by the proposed project is based on sewage generation factors developed by the City of Los Angeles (City of Los Angeles 2006). Household sizes in Los Angeles are generally comparable to those in Thousand Oaks. For example, the DOF reports an average household size of 2.62 people in Thousand Oaks and 2.59 people in Los Angeles (DOF 2023). For non-residential growth, wastewater is estimated using the USEPA’s wastewater estimate of 20 to 35 gallons per day per employee. The USEPA applies this rate for both commercial and industrial uses, and while the estimate is presented as a range, for the purposes of this analysis, 35 gallons per day per employee is used in order to provide a conservative estimate of wastewater generation.

**Table 4.12-4 Estimated Wastewater Generation**

Development Type	Estimated Buildout	Wastewater Generation Factor (gallons per day)	Projected Wastewater Generation (gallons per day)
Single-Family Residential	486 units	180 per unit	87,480
Multifamily Residential	6,725 units	120 per unit	807,000
Accessory Dwelling Units	660 units	80 per unit	52,800
Retail	716 employees	35 per employee	25,060
Service	1,626 employees	35 per employee	56,910
Office/R&D	6,715 employees	35 per employee	235,025
Manufacturing	275 employees	35 per employee	9,625
Warehouse	436 employees	35 per employee	15,260
Hotel	1,420 employees	35 per employee	49,700
Other	657 employees	35 per employee	22,995
<b>Total</b>			<b>1,341,155</b>

Source: City of Los Angeles 2006; United States Environmental Protection Agency 2023

As shown in Table 4.12-4, sewage generation would increase by approximately 1,341,155 gallons per day, or 1.34 MGD due to development facilitated by the proposed project. As discussed in 4.12.1(b), *Wastewater*, approximately 90 percent of the wastewater generated in Thousand Oaks is treated at the HCTP, while the remainder is collected and treated at the TWRF. The HCTP has approximately 8 MGD available capacity and the TWRF has approximately 6.5 MGD available capacity. Given the anticipated wastewater generation shown in Table 4.12-4, the proposed project would be adequately served by existing wastewater treatment facilities.

Development facilitated by the proposed project may require the installation of upsized sewer lines and additional lateral connections in the Planning Area. The proposed project's Community Facilities and Services Element provides the following policies and associated implementation actions to ensure the City provides sewage conveyance and treatment capacity to meet community needs:

- **Policy 5.1: Hill Canyon Treatment Plant Improvements.** Perform regular master plan updates and continue to invest in upgrades and rehabilitation of Hill Canyon Treatment Plant to ensure continued efficient and safe treatment of the community's wastewater.
- **Policy 5.2: Facility Inspections.** Annually inspect wastewater conveyance facilities to identify needed repairs and/or upgrades.
- **Policy 5.3: Developer Exactions.** Require developers to identify and implement wastewater upgrades needed to serve new development.
- **Implementation Action CFS-A.4: Hill Canyon Treatment Master Plan.** Perform periodic master planning for the City's Hill Canyon Treatment Plant to ensure the plant stays up to current standards for energy generation and wastewater treatment.

As with water facilities, sewer laterals and main extensions necessary to serve the future development generally would be installed in the already disturbed rights-of-way of existing roads or in the disturbance footprints of such development projects. As such, the construction of these infrastructure improvements would not substantially increase the project's disturbance area or otherwise cause significant environmental effects beyond those identified throughout this EIR.

## **Stormwater**

Development facilitated by the proposed project would not result in an increased amount of stormwater infrastructure because Thousand Oaks is developed and equipped with an existing stormwater drainage system. Potential environmental impacts of developing new connections to storm drains would be evaluated and mitigated as necessary as part of the City's review of individual development applications. Development facilitated by the proposed project could introduce new impervious surfaces through the construction of paved areas; however, implementation of the LID site design measures in compliance with the Ventura County *Technical Guidance Manual for Stormwater Quality Control Measures* would assist in reducing substantial increases in runoff to storm drains. In addition, the following policies are included in the proposed project's Community Facilities and Services Element to reduce potential impacts related to stormwater infrastructure:

- **Policy 7.1: Stormwater Retention.** Meet or exceed Low Impact Development (LID) requirements for on-site retention of stormwater through best management practices (i.e., rain gardens, rain barrels, and retention basins).
- **Policy 7.4: Stormwater Retention and Debris Basins.** Design and construct new stormwater retention and debris basins to minimize any potentially adverse impacts to landform features, aquatic resources, and associated native plant and animal communities.

Existing regulations and policies proposed by the project would ensure development facilitated by the proposed project would not result in substantial additional runoff, necessitating the expansion of stormwater infrastructure. Therefore, this impact would be less than significant.

## Natural Gas, Electricity, and Telecommunications

Development facilitated by the proposed project would occur on sites that are generally developed or surrounded by existing development served by existing natural gas and electrical infrastructure, and development facilitated by the proposed project would generally have access to utility infrastructure and not require the installation of substantial electric or natural gas infrastructure to meet demands. Similar to electric and natural gas infrastructure, Thousand Oaks has existing infrastructure for cable television, landline services, internet, and cellular phone service. Development facilitated by the proposed project would not require new substantial telecommunications infrastructure to be constructed. The potential environmental impacts of implementing new electric, natural gas, and telecommunications connections to development facilitated by the proposed project would be evaluated and mitigated as necessary as part of the City's review of individual development applications for consistency with applicable policies of the 2045 General Plan and implementation measures and City Municipal Code requirements. Although development facilitated by the proposed project would require new or expanded electric, natural gas, and telecommunications connections, substantial environmental impacts would be reduced to the maximum extent feasible, resulting in a less-than-significant impact.

### Mitigation Measures

No mitigation measures are required.

**Threshold 2:** Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

**Impact UTIL-2 THE OVERALL GROWTH ANTICIPATED BY THE PROPOSED PROJECT WOULD GENERATE ADDITIONAL WATER DEMAND IN THOUSAND OAKS THAT COULD EXCEED PROJECTED WATER SUPPLIES. WITH IMPLEMENTATION OF MITIGATION MEASURE UTIL-1, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

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As described in Section 2, *Project Description*, the city's population is approximately 124,439 residents. As stated in Section 4.9, *Population and Housing*, growth facilitated by the proposed project is anticipated to increase Thousand Oaks' total population to approximately 145,139, which represents an increase of approximately 14.3 percent. Table 4.12-5 shows the anticipated supply and demand of each agency providing water to the residents of Thousand Oaks. Table 4.12-6 summarizes the estimated water demand that could occur with proposed project implementation. Table 4.12-7 shows the projected additional water demand for each water service provider.

**Table 4.12-5 Projected Water Supply and Demand**

	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)
<b>City of Thousand Oaks</b>					
<b>Normal Year</b>					
Supply Totals	10,691	10,962	11,233	11,504	11,775
Water Use Totals	10,691	10,962	11,233	11,504	11,775
<b>Remaining Supply</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Single Dry Year</b>					
Supply Totals	10,691	10,962	11,233	11,504	11,775
Water Use Totals	10,691	10,962	11,233	11,504	11,775
<b>Remaining Supply</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Multiple Dry Years<sup>1</sup></b>					
Supply Totals	10,691	10,962	11,233	11,504	11,775
Water Use Totals	10,691	10,962	11,233	11,504	11,775
<b>Remaining Supply</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>California American Water Company</b>					
<b>Normal Year</b>					
Supply Totals	19,900	19,900	19,900	19,900	19,900
Water Use Totals	16,662	16,770	16,878	16,978	17,077
<b>Remaining Supply</b>	<b>3,238</b>	<b>3,130</b>	<b>3,022</b>	<b>2,922</b>	<b>2,823</b>
<b>Single Dry Year</b>					
Supply Totals	19,900	19,900	19,900	19,900	19,900
Water Use Totals	17,930	18,046	18,163	18,270	18,377
<b>Remaining Supply</b>	<b>1,970</b>	<b>1,854</b>	<b>1,737</b>	<b>1,630</b>	<b>1,523</b>
<b>Multiple Dry Years<sup>1</sup></b>					
Supply Totals	19,900	19,900	19,900	19,900	19,900
Water Use Totals	17,930	18,046	18,163	18,270	18,377
<b>Remaining Supply</b>	<b>1,970</b>	<b>1,854</b>	<b>1,737</b>	<b>1,630</b>	<b>1,523</b>



City of Thousand Oaks  
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	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)
<b>California Water Service Company</b>					
<b>Normal Year</b>					
Supply Totals	7,379	7,254	7,257	7,252	7,272
Water Use Totals	7,379	7,254	7,257	7,252	7,272
<b>Remaining Supply</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Single Dry Year</b>					
Supply Totals	7,554	7,426	7,429	7,424	7,445
Water Use Totals	7,554	7,426	7,429	7,424	7,445
<b>Remaining Supply</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Multiple Dry Years<sup>1</sup></b>					
Supply Totals	7,662	7,533	7,536	7,530	7,552
Water Use Totals	7,662	7,533	7,536	7,530	7,552
<b>Remaining Supply</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Camrosa Water District<sup>2</sup></b>					
<b>Normal Year</b>					
Supply Totals	26,800	26,800	26,800	26,800	--
Water Use Totals	14,974	15,052	15,475	15,552	--
<b>Remaining Supply</b>	<b>11,826</b>	<b>11,748</b>	<b>11,325</b>	<b>11,248</b>	--
<b>Single Dry Year</b>					
Supply Totals	26,800	26,800	26,800	26,800	--
Water Use Totals	14,974	15,052	15,475	15,552	--
<b>Remaining Supply</b>	<b>11,826</b>	<b>11,748</b>	<b>11,325</b>	<b>11,248</b>	--
<b>Multiple Dry Years<sup>1</sup></b>					
Supply Totals	26,800	26,800	26,800	26,800	--
Water Use Totals	14,974	15,052	15,475	15,552	--
<b>Remaining Supply</b>	<b>11,826</b>	<b>11,748</b>	<b>11,325</b>	<b>11,248</b>	--

<sup>1</sup> The values shown for multiple dry years are representative of the smallest difference in supply and demand over the course of a 5-year drought period

<sup>2</sup> Camrosa's Urban Water Management Plan does not project to 2045.

Source: City of Thousand Oaks 2021, California American Water Company 2021, California Water Service 2021, Camrosa Water District 2021

**Table 4.12-6 Proposed Project Water Demand**

Development Type	Estimated Buildout	Water Use Factor <sup>1</sup>	Projected Water Demand (AFY per year)
Single-Family Residential	486 units	440 gallons per day per unit	239
Multifamily Residential	6,725 units	200 gallons per day per unit	1507
Accessory Dwelling Units	660 units	200 gallons per day per unit	147
Retail	716 employees	–	31
Service	1,626 employees	–	70
Office/R&D	6,715 employees	–	290
Manufacturing	275 employees	–	12
Warehouse	436 employees	–	19
Hotel	1,420 employees	–	61
Other	657 employees	–	28
<b>Total</b>			<b>2,404</b>

AFY = acre-feet per year

<sup>1</sup> The water use factors for residential development are derived from the City’s Water Master Plan. For non-residential uses, sewage generation projections were multiplied by a water demand factor of 1.1 to calculate water demand. This is a commonly used approach to estimate water supply demands.

Source: City of Thousand Oaks 2018

**Table 4.12-7 Projected Water Demand for Each Water Service Provider**

Water Service Provider	Percentage of City Users*	Anticipated Demand Increase (AFY) <sup>1</sup>
California-American Water Company	48%	1,154
City of Thousand Oaks	36%	865
California Water Service	16%	384
Camrosa Water District	Less than 1%	1

AFY = acre-feet per year

\* Approximate

<sup>1</sup> Anticipated Demand Increase is calculated by multiplying the percentage of city users by 2,404 acre-feet per year

Source: City of Thousand Oaks 2023

As shown in Table 4.12-5 and Table 4.12-7, available water supplies from the City, Cal Am, and Cal Water for Thousand Oaks are anticipated to be sufficient to meet demand in normal, single-dry, and multiple dry years through the year 2045, and Camrosa’s supplies are anticipated to meet demand through the year 2040. However, development facilitated by the proposed project could place additional demand on the City and Cal Water beyond their respective anticipated available supplies.<sup>1</sup> As shown in Table 4.12-6, the proposed project is anticipated to increase water demand by approximately 2,404 AFY. Table 4.12-7 shows the projected additional water demand for each water service provider.

The City’s UWMP estimated water demand based on an approximate 13 percent population growth rate and increased corresponding demands for commercial/industrial uses and landscaping.

<sup>1</sup> Note that the City of Thousand Oaks is in process of updating their water demand/supply projections, which acknowledges anticipated water budgets and the most recent legislation regarding water conservation. This analysis relies on data in UWMPs as the most recent published data regarding water availability and use. Even when the City updates water projections, the policies that would guide water-efficient development under TO2045 would apply, as would Mitigation Measure UTIL-1.

However, since the UWMP was developed, many residents have transitioned their properties to more sustainable landscaping as a result of the 2022 drought and accompanying water restrictions. This will result in a long-term reduction in water demand. In addition, permanent water conservation measures have been put in place through the City's ordinance including the elimination of turf on commercial, industrial and institutional properties. The Cal Water based demand on SCAG population, household, and employment projections. As described in Section 4.9, *Population and Housing*, the growth facilitated by the proposed project is anticipated to increase Thousand Oaks' total population approximately 14.3 percent, which is approximately 0.5 percent above population projections for Thousand Oaks.

Future development facilitated by the proposed project would adhere to Municipal Code Title 10, Chapter 2, Article 11, which provides permanent water conservation requirements, such as limits on watering duration, prohibition of excessive runoff and irrigation during and within 48 hours following rainfall, restrictions on turf irrigation, and prohibition of washing down paved surfaces. Additional water conservation requirements in times of drought are applicable to all development in Thousand Oaks if the City Council declares a water supply shortage exists. These include, but are not limited to, limits on watering days, limits on washing vehicles, and requiring pools to be covered when not in use. In addition, individual developments that meet SB 610 criteria would be required to prepare a Water Supply Assessment (WSA) which identifies and verifies water supply availability under normal water year conditions, single dry year conditions, and multiple dry year conditions. The WSA will be attached to the CEQA document for an applicable project and subject to public comment and review as part of the CEQA process. Additionally, CALGreen requires a 20 percent reduction in residential indoor water use that would lower potential water demand. The following policies included in the proposed project's Community Facilities and Services Element would also minimize water supply and encourage water conservation:

- **Policy 3.1: Water Supply.** Continue to work with water providers to ensure the provision of water in quantities sufficient to satisfy current and projected demands while encouraging water conservation measures for existing and new development.
- **Policy 3.3: Diversified Water Portfolio.** Utilize local groundwater and reclaimed water resources to reduce reliance on imported water from the State Water Project.
- **Policy 3.5: Water Master Plan.** Regularly update the City's Water Master Plan to provide up-to-date projections of water demand and supplies and needed system improvements.
- **Policy 3.7: Local Water Resources.** Collaborate with local water agencies and distributors to develop infrastructure and mechanisms for expanding local water access and resources through improved connections to other sources, use of local groundwater, stormwater capture, and/or expanded treatment or reuse of wastewater.
- **Policy 4.1: Water Conservation and Reuse.** Promote and implement water conservation measures and reuse practices, including water-efficient fixtures, leak detection, water recycling, greywater systems, and rainwater harvesting.
- **Policy 4.3: Landscaping Standards.** Update the City's landscape guidelines and standards for landscape and irrigation plans, which require the use of low-maintenance, native and drought-tolerant landscaping and low-flow water efficient irrigation in all public and private developments.
- **Policy 4.4: Landscaping Water Efficiency.** Meet or exceed Model Water Efficient Landscape Ordinance (MWELO) water efficiency standards.

- **Policy 4.5: Building Water Efficiency.** Minimize future water use by requiring all new development to meet Green Building Standards identified by the US Environmental Protection Agency and other regulatory entities.
- **Policy 4.7: Recycled Water Use.** Strive to reduce potable water use and use recycled water for landscaping on City-owned and operated properties, focusing initially on larger, water-intensive properties such as Los Robles Greens Golf Course and the Civic Arts Plaza.
- **Policy 4.8: Water-Efficient Landscaping and Irrigation.** Utilize water-efficient climate-appropriate landscaping on all City and public properties including medians, parkways, and parks. Implement smart networked irrigation controllers and drip or other low flow irrigation systems.

Future development facilitated by the proposed project would adhere to the water reduction policies and requirements described above, including Policy 3.1, which requires the City to ensure the provisions of water for development. However, implementation of these policies alone would not guarantee an adequate water supply for the entirety of the buildout anticipated to be facilitated by the proposed project. Therefore, this impact would be potentially significant, and implementation of mitigation is required.

## **Mitigation Measure**

### *UTIL-1 Provision of a Will-Serve Letter*

As part of the City's development review process for individual projects, prior to an individual project's approval, the City shall require the project applicant to provide a Will-Serve letter from the water provider that would serve the proposed development that demonstrates the water provider has determined adequate water supplies exist to serve the proposed development. The project applicant shall provide the Will-Serve letter as an attachment to the development application submitted to the City for review and approval. The City shall not approve a development application without submission of a Will-Serve letter.

## **Significance After Mitigation**

Implementation of Mitigation Measure UTIL-1 would require a project applicant to obtain a Will-Serve letter proving adequate water supply is available for the individual development. Mitigation Measure UTIL-1 would prohibit approval of a proposed development if the water provider that would serve the proposed development determines inadequate water supplies are available to serve the proposed development. Although there is potential for the overall water demand associated with full buildout of the proposed project to exceed current water supplies, Mitigation Measure UTIL-1 would ensure the buildout facilitated by the proposed project would be restricted until adequate water supplies are available to serve additional development. Therefore, with implementation of Mitigation Measure UTIL-1, this impact would be less than significant.

- Threshold 4:** Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- Threshold 5:** Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

**Impact UTIL-3 THE PROPOSED PROJECT WOULD NOT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE. GROWTH AND DEVELOPMENT FACILITATED BY TO2045 WOULD BE DEVELOPED IN ACCORDANCE WITH SOLID WASTE REDUCTION STATUTES AND REGULATIONS. THESE IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

Development facilitated by the proposed project would add approximately 7,871 new residential units and approximately 11,845 employees to Thousand Oaks by 2045. As shown in Table 4.12-8, development facilitated by the proposed project is anticipated to generate approximately 26,538 tons of solid waste per year.

**Table 4.12-8 Anticipated Solid Waste Generation**

Development Type	Estimated Growth	Solid Waste Generation Factor (pounds)	Projected Solid Waste Generation (tons/year)
Single-Family Residential	486 units	11.40 per dwelling unit/day	1,011
Multifamily Residential	6,725 units	8.60 per dwelling unit/day	10,555
Accessory Dwelling Units	660 units	3.60 per dwelling unit/day	434
Retail	716 employees	10.53 per employee/day	1,376
Service	1,626 employees	17.00 per employee/day	5,045
Office/R&D	6,715 employees	1.24 per employee/day	1,520
Manufacturing	275 employees	13.82 per employee/day	694
Warehouse	436 employees	13.82 per employee/day	1,100
Hotel	1,420 employees	13.83 per employee/day	3,584
Other	657 employees	10.17 per employee/day	1,219
<b>Total</b>			<b>26,538</b>

Source: California Department of Resources Recycling and Recovery 2006, 2023

In accordance with the requirements of AB 939 and AB 341, at least 75 percent of the solid waste generated would be diverted, leaving a remaining 6,635 tons of solid waste per year, or approximately 128 tons of solid waste per week, requiring a landfill. As described in 4.12.1(d), *Solid Waste*, SVLCR is permitted to accept 64,750 tons of waste per week and has a remaining capacity of 88.3 MCY, which is estimated to be reached in the year 2068 (City of Thousand Oaks 2020). The solid waste generation anticipated from development facilitated by the proposed project would represent less than 1 percent of the SVLCR’s permitted weekly throughput and less than 1 percent of the remaining capacity of SVLCR. In addition, solid waste from Thousand Oaks is also landfilled at the Calabasas Landfill, which includes Thousand Oaks in its required service areas. Furthermore, the proposed project includes the following policies and associated implementation actions in the Community Facilities and Services Element to reduce solid waste generation:

- **Policy 6.1: Zero-Waste Municipal Facilities.** Strive for zero-waste certification for municipal facilities.
- **Policy 6.2: Solid Waste Diversion.** Strive to increase the community's solid waste diversion from the landfill to 75% as measured by CalRecycle, through waste reduction, re-use, and recycling by 2030.
- **Policy 6.3: Food Waste Diversion.** Comply with or exceed requirements for organics and food waste diversion from the landfill through organics weekly collection service to all residents and businesses, and the development and support of an edible food recovery program.
- **Policy 6.4: Composting and Recycling.** Increase education and awareness of all residents and businesses about composting and recycling.
- **Policy 6.6: Regional Composting Facilities.** Support development of regional organics processing, composting and waste diversion facilities.
- **Implementation Action CFS-A.5: Adopt Zero Waste Plan.** Develop a plan that identifies how to reduce waste generation and divert recyclables and organic waste from landfills.
- **Implementation Action CFS-A.6: Solid Waste Diversion.** Implement the requirements of SB 1383 for composting waste.

For the reasons described above, the proposed project would have a less-than-significant impact related to solid waste.

### **Mitigation Measures**

No mitigation measures are required.

#### **4.12.4 Cumulative Impacts**

As described in Section 4.12.3, *Impact Analysis*, development facilitated by the proposed project could generate water demand that potentially exceeds the available supplies of the City and Cal Water, as the growth projections used to evaluate the proposed project are greater than the growth projections on which the City and Cal Water's UWMPs are based. However, based on the analysis in Impact UTIL-2, there is a reasonably foreseeable possibility that existing water service providers would not be able to meet the demands of cumulative development. The increase in demand from Thousand Oaks, as well as other areas concurrently experiencing growth, could reduce water supplies such that a water deficit could occur. Therefore, cumulative impacts would be significant. The proposed project would implement Mitigation Measure UTIL-1, which requires development facilitated by the proposed project, on a project-specific basis, to provide proof that there are adequate water supplies available to meet the anticipated demand of a project. Development in Thousand Oaks would be prohibited if adequate water supplies do not exist to serve the proposed development. Therefore, the proposed project would not have a cumulatively considerable contribution to water supplies.

Cumulative growth projected by the proposed project would increase wastewater generation; however, this increase would be accommodated by the existing capacities of the HCTP and the TWRP. Similarly, anticipated solid waste generated by cumulative growth projected by the proposed project would be able to be accommodated by the regional landfills that serve the City. Accordingly, the proposed project would not cause a cumulatively considerable impact related to wastewater or solid waste generation.

The City maintains an extensive stormwater drainage system. Cumulative development facilitated by the proposed project would introduce incremental increases in needs for stormwater conveyance; however, stormwater conveyance would be determined on a project-by-project basis, and all new development in the city is required to demonstrate adequate drainage and stormwater conveyance capacity. Due to the built-out nature of the City, new development is not anticipated to introduce substantial new areas of impervious surfaces such that expansion of existing stormwater conveyance infrastructure would be necessary. Implementation of minor additions to stormwater conveyance infrastructure are reviewed by the City on a project-by-project basis. The implementation of minor additions to stormwater conveyance infrastructure would be completed in accordance with implementation of the LID site design measures in compliance with the Ventura County *Technical Guidance Manual for Stormwater Quality Control Measures*. Therefore, potential cumulative stormwater infrastructure impacts would be less than significant.

Telecommunications services in Thousand Oaks are provided by private vendors and agencies, and telecommunications facilities are available throughout the city. Connections for new telecommunications services are implemented on an as-needed basis, in accordance with applicable local, State, and federal regulations. Due to the urbanized nature of the city, there are no anticipated limitations to the availability of telecommunications services that would require the development of substantial telecommunications infrastructure. Similar to telecommunications, electric and natural gas distribution systems provided by SCE and SoCalGas, respectively, are available throughout Thousand Oaks. Cumulative development would be required to adhere to energy efficiency standards established in Title 24 of the CCR, the California Energy Code and the City's Building Code ordinance. Adherence to these requirements would further reduce the need for new electrical or natural gas infrastructure to accommodate cumulative demand. The potential environmental impacts of implementing new electric, natural gas, and telecommunications connections to development facilitated by the proposed project would be evaluated and mitigated as necessary during as part of the City's review of individual development applications for consistency with applicable TO2045 policies and implementation measures and City Municipal Code requirements. Therefore, potential cumulative impacts concerning telecommunications, electric, and natural gas infrastructure would be less than significant.

## 4.13 Wildfire

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This section summarizes the wildfire risks in and near the Planning Area and analyzes the potential impacts of wildfire risks associated with implementation of TO2045.

### 4.13.1 Setting

#### **a. Wildfire Fundamentals**

A *wildfire* is an uncontrolled fire in an area of extensive combustible fuel, including vegetation and structures. Wildfires differ from other fires in that they take place outdoors in areas of grassland, woodlands, brushland, scrubland, peatland, and other wooded areas that act as a source of fuel, or combustible material. Buildings may become involved if a wildfire spreads to adjacent communities. The primary environmental factors that increase an area's susceptibility to wildfire include slope and topography, vegetation type and condition, and weather and atmospheric conditions. Additional factors that increase an urban area's susceptibility to wildfire are development patterns and density, building types, and building materials.

The indirect effects of wildland fires can be catastrophic. In addition to stripping the land of vegetation and destroying forest resources, large, intense fires can harm the soil, waterways, and the land itself. Soil exposed to intense heat may lose its capacity to absorb moisture and support life. Regions of dense dry vegetation, particularly in canyon areas and on hillsides, pose the greatest potential for wildfire risks.

Wildfire has three basic elements: how and where its ignition occurred, how and why it moves across a landscape from its point of origin, and the fire's nature upon arrival at a location. In general, a fire's nature is defined by eight characteristics:

1. Direction of the advance of the fire front
2. Speed of the advance of the fire front (rate of spread)
3. Mechanism causing the advance
4. Duration at any one location
5. Structure-related consumption of fuels
6. Flame length
7. Intensity
8. Gaining control

A fire front's direction of travel is primarily determined by direction of prevailing winds, geographic aspect, and condition of the fuels in the advance direction. The speed of a fire front's advance is a result of conditions at the site of the currently burning material and of lands in the advance direction of the fire. As a fire advances, the overriding influences determining its speed are prevailing wind speed, terrain slope gradient, dominant fuel size classes, and fuel continuity.

Wildfires advance by two principal mechanisms: combustion resulting from radiant heating, and remote ignition resulting from ember production. Fire stays at one location primarily due to the size class of the material being consumed. Grass formations are dominated by low volumes of very "fine" fuels and, depending on the level of dryness, can be consumed, with the fire advancing, in a matter of minutes. On the other hand, tree-dominated vegetation communities have significantly



greater volumes of available fuel and a far greater amount of larger-sized fuel components. Fires can remain at these locations for days, often weeks, and sometimes months (on heavily wooded conifer sites).

Fires burn where fuels are available. Fires in grasslands burn at a level set by the height of the grass, while fires in brushlands can burn surface fuels and typically consume the stems and leafy crowns to the full height of the plants. Fires in tree-dominated vegetation have a much more complex pattern of movement based primarily on the continuity (or “connectedness”) of the fuels. In these stands there are typically three distinct layers of fuels, arranged vertically: surface, stems and trunks, and the crown composed of branches, twigs and leaves. The continuity of fuels is important to consider in both horizontal and vertical directions. If a fire enters a stand and is advancing only as a surface fire it will continue this manner of advance if there is high horizontal fuel connectivity. However, if there is also a high degree of vertical continuity (provided by fuels referred to as “ladder fuels”) then a fire can move into the crown, as well as forward across the surface, and fuels in the entire stand structure become involved.

Flame lengths are generally determined by the volume of fuels burning, the amount of time to total consumption, and the height of the species in the composition. Grassland produces flame lengths typically ranging from 1 to 3 feet as they are composed of low volumes of fine materials that are consumed quickly. Flame lengths are at their maximum when the material is dry. Stands of brush can produce flame lengths from 4 to 10 feet. Native oak-dominated hardwood stands can generate 20- to 40-foot flame lengths and stands of exotics, such as *Eucalyptus globulus* or *E. cinerea*, or dense conifer stands, over 100 feet. Flame length is important as it sets the distance over which radiant heating-related combustion can occur.

The temperature achieved in a wildfire is directly related to the amount of cellulosic material available for consumption. Grasslands have very low amounts and attain lower temperatures but fires in woodlands, characterized by large amounts of highly concentrated cellulosic material, can attain temperatures on the order of 1,800 degrees Fahrenheit.

Gaining control over a wildfire’s behavioral character is the objective of response efforts. Grassland fires, burning in low-fuel volume, rapid consumption, and at a single level are the easiest to control. On the other end, fires that are burning in high-fuel volumes, full-spectrum size classes, and entire stand structure involvement, can require days, weeks, even months, to control completely.

## **b. Wildfire-Conducive Conditions**

Thousand Oaks is comprised of various mountains, artificial lakes, and rolling hills. The developed portions of Thousand Oaks are located primarily on the Conejo Valley floor and on slopes of less than 25 percent gradient. Thousand Oaks experiences wet winters and warm, dry summers that dry-out vegetation. The major types of vegetation found in the Planning Area are grasslands, chaparral, California sage scrub, southern oak woodlands, and oak savannahs. During the fall and winter, Santa Ana winds originating in the deserts north and east of Los Angeles County, and known for their low humidity and high wind speeds, sweep southwest into Ventura County and further desiccate vegetation.

## **Vegetation**

Vegetation is fuel to a wildfire, and it changes over time with seasonal growth and die-back. The relationship between vegetation and wildfire is complex, but generally some vegetation is naturally fire resistant, while some vegetation is extremely flammable. For example, cured grass is much

more flammable than standing trees (CAL FIRE 2018). Grass is considered an open fuel, in which oxygen has free access to promote the spread of fire. Additionally, weather and climate conditions, such as drought, can lead to increasingly dry vegetation with low-moisture content and, thus, higher flammability.

## **Slope, Elevation, and Aspect**

Slope can determine how quickly a fire spreads. Fire typically burns faster uphill, because it can pre-heat the fuels above with rising hot air, and upward drafts are more likely to create fire spots. (NPS 2017). Areas containing steep, rugged terrain can also hinder access and the use of heavy firefighting equipment, posing additional difficulties for firefighting efforts (CAL FIRE 2022a). Following severe wildfires, sloping land is also more susceptible to landslide or flooding from increased runoff during substantial precipitation events. Landslides and surficial slope failure are most likely to occur in areas with more than 25 percent slope (hillside areas) and along steep bluffs.

Elevation affects fire behavior by influencing the timing and amount of precipitation, and exposure to prevailing winds. *Aspect* is the direction that a slope faces, which determines how much radiated heat the slope will receive from the sun. Slopes facing south to southwest will receive the most solar radiation; thus, they tend to be warmer and the vegetation drier than on slopes facing a northerly to northeasterly direction, creating a higher potential for wildfire ignition and spread (University of California Berkeley 2018).

Thousand Oaks is situated in the Conejo Valley, which is comprised of mountains, artificial lakes and rolling hills. The Valley is about 9 miles long and 7 miles wide and is situated at an elevation of about 800 feet above sea level. The Valley is rimmed by Mount Clef Ridge and the Simi Hills to the north and east, the Santa Monica Mountains to the south, and Conejo Mountain to the west. The developed portions of Thousand Oaks are located primarily on the Conejo Valley floor and on slopes of less than 25 percent gradient. (City of Thousand Oaks 2014)

## **Climate and Weather**

Wind, temperature, and relative humidity are the most influential weather elements in fire behavior and susceptibility (NPS 2017). Fire moves faster under hot, dry, and windy conditions. Wind may also blow embers ahead of a fire, causing its spread. Drought conditions also lead to extended periods of excessively dry vegetation, increasing the fuel load and ignition potential.

Thousand Oaks faces wildland fire threats due to its hilly terrain and hot, dry summers. A local meteorological phenomenon, the Santa Ana Winds, are caused by a low-pressure system developing off the coast, while a high-pressure system settles over the inland desert areas, and contribute to the high incidence of wildfires in the area during the autumn and winter months. The hot, dry winds pour over the mountain areas into the Conejo Valley and other Southern California subregions, aggravating the potential fire threat in high brush areas that already have very low-moisture content from the summer heat. (Thousand Oaks 2014)

Wind data is provided by the Thousand Oaks Remote Automatic Weather Station (RAWS) located at Thousand Oaks High School, roughly centered in the city of Thousand Oaks. Table 4.13-1 presents data from the station and includes the primary wind source directions (PWD) and average wind speed (AWS). The data has been further broken-out into two seasonal periods: March to October (which roughly corresponds to the fire season) and the wetter months between November and April. On average, the Sana Ana winds are most present between October and March in Thousand Oaks (Iowa Environmental Mesonet 2023).

**Table 4.13-1 Thousand Oaks Wind Data**

Station	Seasonal Period			
	March – October		November – April	
	PWD	AWS (mph)	PWD	AWS (mph)
Thousand Oaks RAWS	West-Northwest	5.3	East-Southeast	6.1

PWD = wind source direction, AWS = average wind speed, mph = miles per hour  
 Source: Iowa State University Iowa Environmental Mesonet 2023

**c. Power Lines**

Above-ground power lines have the potential to contribute to wildfire risk, especially when they are near or traverse wilderness areas. In some instances, high winds can blow nearby trees and branches into powerlines, sparking fires. Wind can also snap wooden poles, causing live wires to fall onto nearby grass or other fuel, igniting it. While the California Public Utilities Commission (CPUC) estimates only about 10 percent of California’s wildfires are triggered by power lines, the frequency and severity of these wildfires has spurred the agency to make new requirements for power line safety practices (Atkinson 2018).

**d. Wildfire Hazard Designations**

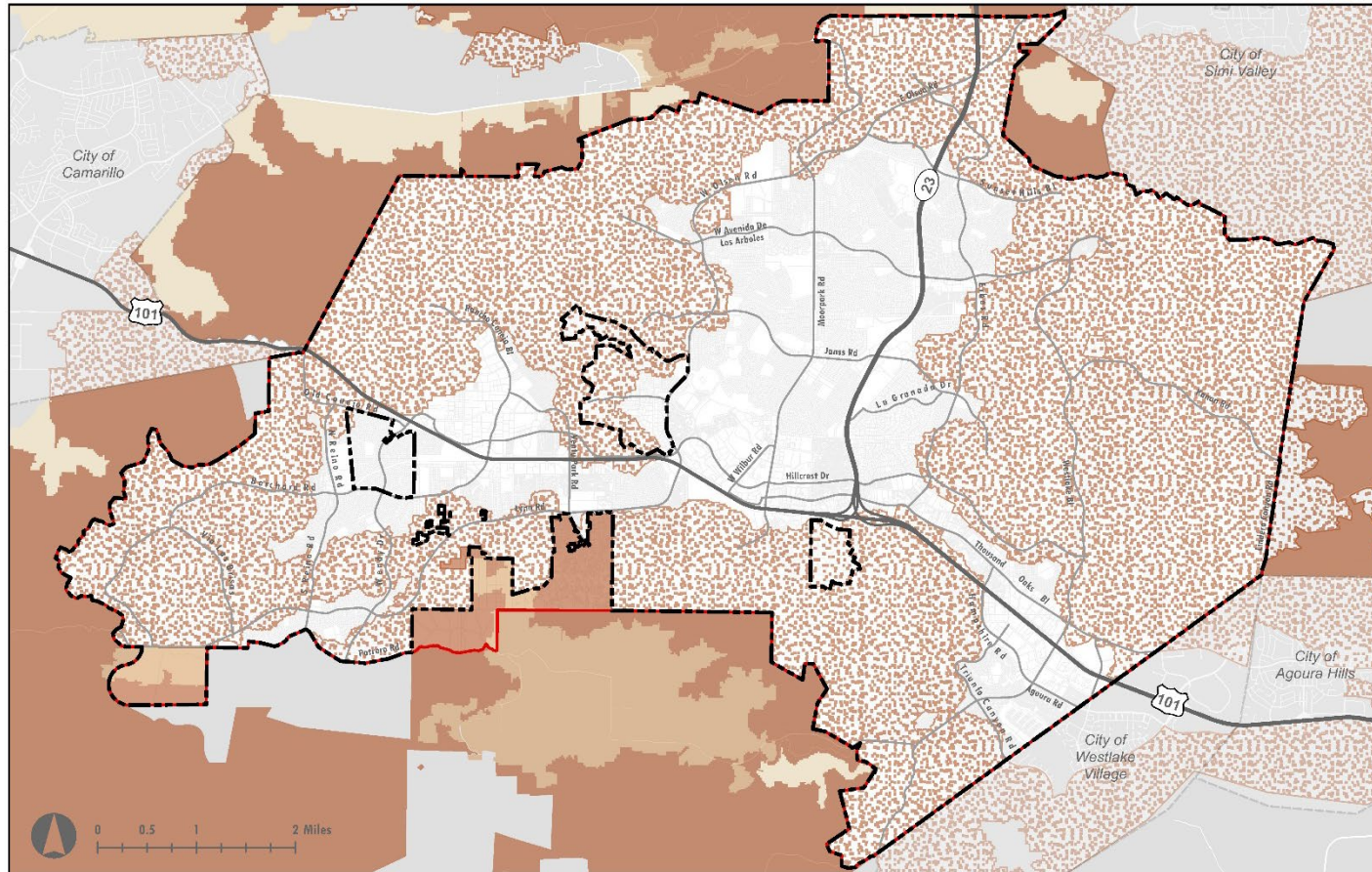
In California, State and local agencies share responsibility for wildfire prevention and suppression and federal agencies take part as well. Federal agencies are responsible for federal lands in Federal Responsibility Areas (FRA). The State of California has determined that some non-federal lands in unincorporated areas with watershed value are of statewide interest and have classified those lands as State Responsibility Areas (SRA). CAL FIRE manages SRAs. All incorporated areas and unincorporated lands not in FRAs or SRAs are classified as Local Responsibility Areas (LRA).

While nearly all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (PRC 4201-4204, California Government Code 51175-89). As described above, the primary factors that increase an area’s susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. CAL FIRE maps fire hazards based on zones, referred to as Fire Hazard Severity Zones (FHSZ). There are three levels of severity: 1) Moderate FHSZs; 2) High FHSZs; and 3) Very High FHSZs. Only the Very High FHSZs are mapped for LRAs in the currently adopted CAL FIRE FHSZ maps. As of January 2022, California State Law requires CAL FIRE to map the Moderate and High FHSZ in addition to the Very High FHSZ. Updates to the CAL FIRE FHSZ maps are in progress and are expected to be completed in early 2024.

Each of the zones influence how people construct buildings and protect property to reduce risk associated with wildland fires. However, none of the fire zones specifically prohibit development or construction. To reduce fire risk under State regulations, areas in Very High FHSZs must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life in those areas.

The City of Thousand Oaks is an LRA and as illustrated in Figure 4.13-1, CAL FIRE’s Fire and Resource Assessment Program (FRAP) has classified portions of the city as Very High FHSZ’s (CAL FIRE 2023).

**Figure 4.13-1 Thousand Oaks Fire Hazard Severity Zones**



Raimi + Associates 2023 | Data Source: City of Thousand Oaks 2019, County of Ventura, County of Los Angeles; CAL FIRE, 2010



The areas surrounding Thousand Oaks are classified as mostly High and Very High FHSZ's in an SRA, with small sections of Moderate FHSZ, as well as Cheseboro and Palo Comado Canyon being in an FRA (CAL FIRE 2023).

In addition to the CalFire FHSZ maps, VCFD Ordinance 32, Chapter 49 (VCFD 2023) defines wildland-urban interface (WUI) and Hazardous Fire Areas in the LRA that extend beyond the FHSZ mapped by CAL FIRE. Ordinance 32 affects building construction, defensible space requirements and real estate disclosures.

### **e. Fire History**

Since 2018, 11 fires have burned almost 200,000 acres and caused more than 1,200 structures to be damaged or destroyed and 162 injuries (City of Thousand Oaks 2023). Historically, fires that burn more than 1,000 acres have occurred in Thousand Oaks about every 1 to 4 years (City of Thousand Oaks 2014). Between 1965 and 2015, there have been 23 wildfires with an impact area of greater than 10,000 acres in Ventura County (County of Ventura 2015). In 2018, the Woolsey Fire, approximately 8.5 miles east of the Planning Area, burned approximately 96,949 acres and resulted in the destruction of 1,643 structures and three fatalities. In 2017, the Thomas Fire burned approximately 281,893 acres across Santa Barbara and Ventura counties and resulted in the destruction of 1,063 structures (CAL FIRE 2018). Figure 4.13-2 shows a fire history map of Thousand Oaks based on data from CAL FIRE and VCFD.

### **f. Post-fire Slope Instability and Drainage Pattern Changes**

Vegetation loss from wildfire scarring of the landscape can result in slope instability in the form of more intensive flooding and landslides. These post-fire slope soils and altered drainage patterns can result in soil creep on downslope sides of foundations and reduce lateral support.

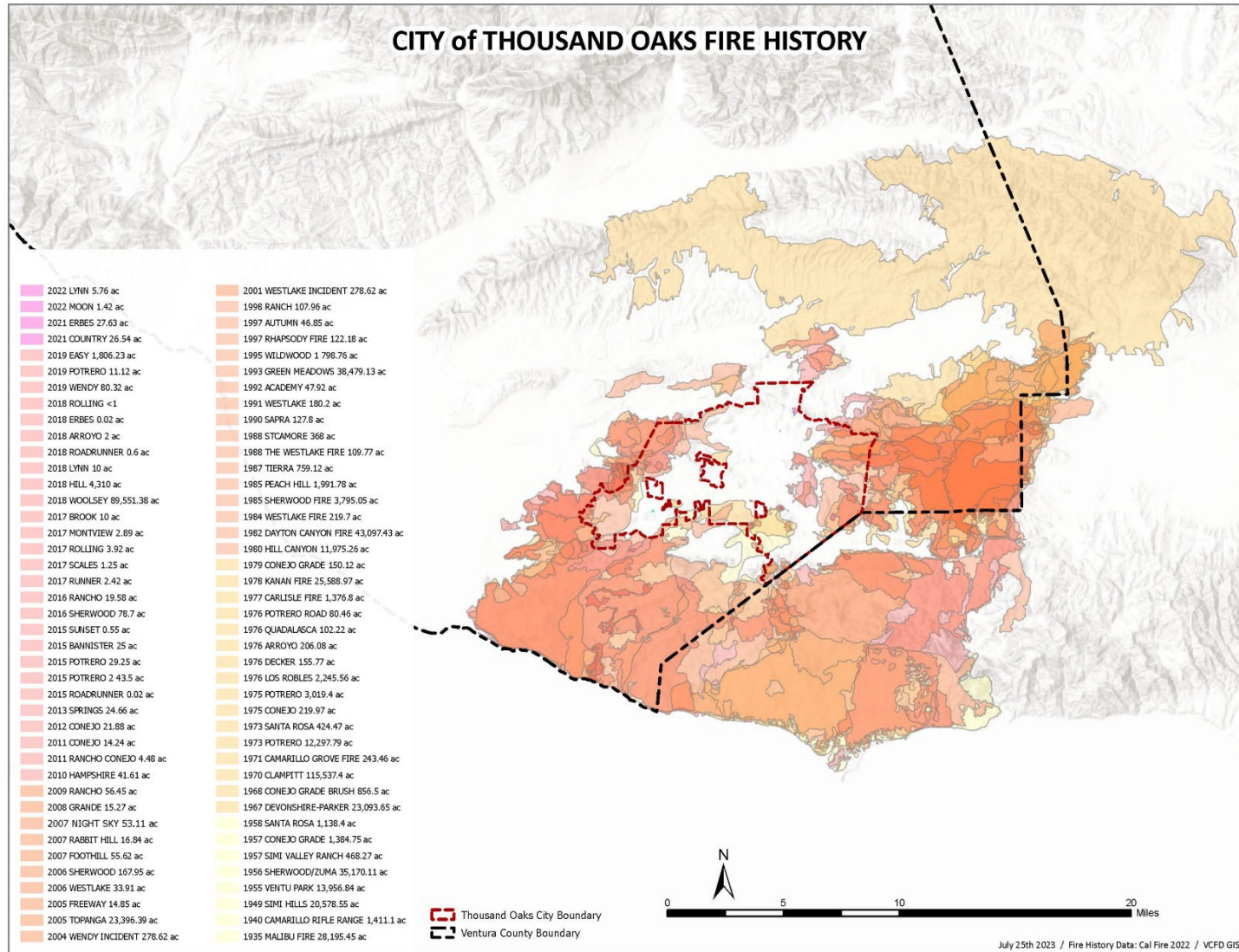
The topography of Thousand Oaks contains multiple hillsides and other topographically pronounced areas. Landslides in these areas may result from heavy rain, erosion, removal of vegetation, seismic activity, wildfire, or combinations of these and other factors. These hillsides are prone to rockfalls, mudflows, and debris flows, and numerous mud and debris flows occurred during the very heavy rains of January 1969. One death was attributed to these incidents (City of Thousand Oaks 2014).

### **g. Fire Protection Services**

Thousand Oaks is served by the VCFD. The VCFD provides fire protection services, medical aid, rescue, and hazardous materials response (City of Thousand Oaks 2022). The VCFD is composed of approximately 600 paid and volunteer staff which provides services to the cities of Ojai, Port Hueneme, Moorpark, Camarillo, Santa Paula, Simi Valley, and Thousand Oaks, as well as all unincorporated areas of Ventura County, totaling approximately 848 square miles (VCFD 2022). VCFD has 33 fire stations located throughout Ventura County, and nine serve Thousand Oaks. These stations are described in detail in Section 4.10, *Public Services and Recreation*. Ventura County is a "Contract County" under CAL FIRE, meaning the County provides initial attack response to fires, while CAL FIRE provides funding for fire protection services, including salaries and wages, maintenance of firefighting facilities, pre-fire management positions, special repairs, and administrative services (CAL FIRE 2022a). VCFD also has mutual aid agreements with other fire service agencies within Ventura and Los Angeles Counties, as well as state and federal agencies including Cal OES, the State Fire Marshal, U.S. Forest Service, NPS and Bureau of Land Management, and Department of Defense (City of Thousand Oaks 2014).



Figure 4.13-2 City of Thousand Oaks Fire History



## 4.13.2 Regulatory Setting

### **a. Federal Regulations**

#### **Disaster Mitigation Act of 2000**

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements for State and local jurisdictions that encourage them to coordinate disaster mitigation planning and implementation. States are encouraged to complete a “Standard” or an “Enhanced” Natural Mitigation Plan. Enhanced plans demonstrate increased coordination of mitigation activities at the State level and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program. The State of California Multi-Hazard Mitigation Plan (SHMP) complies with this act.

#### **National Fire Plan**

The National Fire Plan was developed under Executive Order 11246 in August 2000, following a historic wildland fire season. Its intent was to establish plans for active response to severe wildland fires and their impacts to communities, while ensuring sufficient firefighting capacity. The plan addresses firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability. The program promotes close coordination among local, State, Tribal, and federal firefighting resources by conducting training, purchasing equipment, and providing prevention activities on a cost-share basis. To help protect people and their property from potential catastrophic wildfire, the National Fire Plan directs funding to be provided for projects designed to reduce the fire risks to communities (United States Department of Agriculture [USDA], United States Department of the Interior [DOI] 2000). High-risk communities identified in the wildland-urban interface, the area where homes and wildlands intermix, were published in the Federal Register in 2001. At the request of Congress, the Federal Register notice only listed those communities neighboring federal lands (USDA, DOI 2002). CAL FIRE incorporates concepts from this plan into State fire planning efforts (CAL FIRE 2018).

### **b. State Regulations**

#### **California Fire Code**

The CFC is Chapter 9 of CCR Title 24 and is a fully integrated code based on the International Fire Code. The CFC establishes the minimum requirements consistent with nationally recognized good practices to safeguard public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structure, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. The CFC uses a hazard classification system to determine what protective measures are required to ensure fire safety and protect lives. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification.

More specifically, CFC Chapter 8 addresses fire related Interior finishes; CFC Chapter 9 addresses fire protection systems; and CFC Chapter 10 addresses fire-related means of egress. CFC Chapter 49 also contains regulations for vegetation and fuel management to maintain clearances around structures.

These requirements establish minimum standards to protect buildings in FHSZs in SRAs, LRA, and wildland-urban interface fire areas.

### **California Strategic Fire Plan**

The 2019 Strategic Plan prepared by CAL FIRE and the California Natural Resources Agency lays out central goals for reducing and preventing the impacts of fire in the state. The goals are meant to establish, through local, State, federal, and private partnerships, a natural environment that is more resilient and human-made assets that are more resistant to the occurrence and effects of wildland fire.

In addition to the 2019 Strategic Plan for California, individual CAL FIRE units develop fire plans, which are strategic documents that establish a set of tools for each CAL FIRE unit for its local area. Updated annually, unit fire plans identify wildfire protection areas, initial attack success, assets and infrastructure at risk, pre-fire management strategies, and accountability in their unit's geographical boundaries. The unit fire plan identifies strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work locally. The unit fire plans include contributions from local collaborators and stakeholders and are aligned with other plans applicable to the area.

### **California Multi-Hazard Mitigation Plan (SHMP)**

Cal OES prepares the SHMP, which identifies hazard risks and includes a vulnerability analysis and a hazard mitigation strategy (Cal OES 2018). The SHMP is required under the Disaster Mitigation Act of 2000 for the State to receive federal funding. The Disaster Mitigation Act of 2000 requires a SHMP as a condition of disaster assistance. The SHMP represents the State's primary hazard mitigation guidance document, providing an updated analysis of the state's historical and current hazards, hazard mitigation goals and objectives, and hazard mitigation strategies and actions. The SHMP represents the State's overall commitment to supporting a comprehensive mitigation strategy to reduce or eliminate potential risks and impacts of disasters in order to promote faster recovery after disasters and, overall, a more resilient state. SHMPs are required to meet the elements outlined in FEMA's State Mitigation Plan Review Guide (revised March 2015, effective March 2016).

Cal OES is responsible for the development and maintenance of the State's plan for hazard mitigation. The State's SHMP was last approved by FEMA as an Enhanced State Mitigation Plan in 2018. The plan is designed to reduce the effects of disasters caused by natural, technological, accidental, and adversarial/human-caused hazards. The SHMP sets the mitigation priorities, strategies, and actions for the state. The plan also describes how risk assessment and mitigation strategy information is coordinated and linked from local mitigation plans into the SHMP and provides a resource for local planners of risk information that may affect their planning area. The State of California is required to review and revise its mitigation plan and resubmit for FEMA approval at least every 5 years to ensure continued funding eligibility for certain federal grant programs.

### **State Emergency Plan**

The foundation of California's emergency planning and response is a statewide mutual aid system, designed to ensure that adequate resources, facilities, and other support is provided to jurisdictions whenever their own resources prove to be inadequate to cope with an emergency situation.



The California Disaster and Civil Defense Master Mutual Aid Agreement (California Government Code Sections 8555–8561) requires signatories to the agreement to prepare operational plans to use in their jurisdiction and outside their area. These operational plans include fire and non-fire emergencies related to natural, technological, and war contingencies. The State of California, all State agencies, all political subdivisions, and all fire districts signed this agreement in 1950.

Section 8568 of the California Government Code, the California Emergency Services Act, states that “the State Emergency Plan shall be in effect in each political subdivision of the state, and the governing body of each political subdivision shall take such action as may be necessary to carry out the provisions thereof.” The act provides the basic authorities for conducting emergency operations following the proclamations of emergencies by the Governor or appropriate local authority, such as a City Manager. The provisions of the act are further reflected and expanded on by appropriate local emergency ordinances. The act further describes the function and operations of government at all levels during extraordinary emergencies, including war.

All local emergency plans are extensions of the State of California Emergency Plan. The State Emergency Plan conforms to the requirements of California’s Standardized Emergency Management System (SEMS), which is the system required by Government Code 8607(a) for managing emergencies involving multiple jurisdictions and agencies. The SEMS incorporates the functions and principles of the Incident Command System (ICS), the Master Mutual Aid Agreement, existing mutual aid systems, the operational area concept, and multi-agency or inter-agency coordination. Local governments must use SEMS to be eligible for funding of their response-related personnel costs under State disaster assistance programs. The SEMS consists of five organizational levels that are activated as necessary, including: field response, local government, operational area, regional, and State. Cal OES divides the state into several mutual aid regions (Cal OES 2017).

## **California Building Code**

### *Wildland-Urban Interface Building Standards*

On September 20, 2007, the building Standards Commission approved the Office of the State Fire Marshal’s emergency regulations amending the CCR, Title 24, Part 2, known as the 2007 California Building Code (CBC). The provisions of the CBC apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout California. These codes include provisions for ignition-resistant construction standards in the wildland-urban interface (WUI) and use a hazard classification system to determine what protective measures are required to ensure fire safety and protect lives. Specifically, CBC (Part 2), Chapter 7A addresses materials and construction methods for exterior wildfire exposure.

Definitions of, and recommendations for, wildland-urban interface areas are detailed in Ordinance 32 of the Ventura County Fire Protection District (VCFD 2023).

## **California Public Resource Code**

The California Public Resource Code (PRC) includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire, require the use of spark arrestors on construction equipment that use an internal combustion engine, specify requirements for the safe use of gasoline-powered tools in fire hazard areas, and specify fire suppression equipment that must be provided on-site for various types of work in fire-prone areas.

These regulations include the following:

- Earthmoving and portable equipment with internal combustion engines would be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (PRC Section 4442)
- Appropriate fire suppression equipment would be maintained during the highest fire danger period—from April 1 to December 1 (PRC Section 4428)
- On days when a burning permit is required, flammable materials would be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor would maintain the appropriate fire suppression equipment (PRC Section 4427)
- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines would not be used within 25 feet of any flammable materials (PRC Section 4431)

### **California PRC Section 4290**

The California PRC Section 4290 was adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development in SRAs, and as of July 1, 2021 within the LRA Very High FHSZ. Under PRC Section 4290, the future design and construction of structures, subdivisions, and developments in SRAs must provide for basic emergency access and specified perimeter wildfire protection measures. These measures provide for road standards for emergency access, signing and building numbering, water supply reserves, and fuel breaks and greenbelts and are contained within California Government Code of Regulations, 14 CCR, Division 1.5, Chapter 7 Fire Protection, Subchapter 2, Articles 1-5, and known as the State Minimum Fire Safe Regulations.

### **Executive Order N-05-19**

On January 9, 2019, Governor Gavin Newsom issued Executive Order N-05-19 to address wildfire in California. Executive Order N-05-19 directs CAL FIRE, in consultation with other State agencies and departments, to recommend immediate-, medium-, and long-term actions to help prevent destructive wildfires. In response, CAL FIRE created the Community Wildfire Prevention and Mitigation Report which contains recommendations to reduce the damage from wildfires across the state. Specifically, they focus on reducing wildfire fuel (such as vegetation clearing), long-term community protection (creating defensible space in communities), wildfire prevention, and forest health (CAL FIRE 2019).

### **Government Code Section 51182**

According to Government Code Section 51182 (amended by AB 3074 and AB 63, which created a new 0- to 5-foot ember resistant zone and new definitions and requirements for defensible space, respectively), a person who owns, leases, controls, operates, or maintains an occupied dwelling or occupied structure in, upon, or adjoining a mountainous area, forest-covered land, brush-covered land, grass-covered land, or land that is covered with flammable material, or land that is in a Very High FHSZ shall at all times do all of the following:

1. Maintain defensible space of 100 feet from each side and from the front and rear of the structure.
2. Remove that portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe.

3. Maintain a tree, shrub, or other plant adjacent to or overhanging a building free of dead or dying wood.
4. Maintain the roof of a structure free of leaves, needles, or other vegetative materials.
5. Prior to constructing a new dwelling or structure that will be occupied or rebuilding an occupied dwelling or occupied structure damaged by a fire in that zone, the construction or rebuilding of which requires a building permit, obtain a certification from the local building official that the dwelling or structure, as proposed to be built, complies with all applicable State and local building standards.

### **SB 1241 (Kehoe) of 2012**

SB 1241 requires cities and counties in SRAs and Very High FHSZs to address fire risk in the safety element of their general plans. The bill also resulted in amendments to the *CEQA Guidelines* to include questions related to fire hazard impacts for projects located in or near lands classified as SRAs and Very High FHSZs.

### **AB 2911 (2018)**

Following the devastating 2017 fire season, AB 2911 was adopted to improve fire safety in subdivision developments. AB 2911 requires the State Board of Forestry and Fire Protection, in consultation with the State Fire Marshal, to survey local governments including counties, cities, and fire districts to identify existing subdivisions located in SRAs or VHFHSZs that are without a secondary means of egress route and are at significant fire risk. Through this Subdivision Review Program, the Board, in consultation with the State Fire Marshal and local governments, would develop recommendations to create secondary access to the subdivision, improvements to existing access roads, and other fire safety measures.

### **CPUC General Orders**

#### *General Order 95*

The CPUC General Order 95 applies to construction and reconstruction of overhead electric lines in California. The replacement of poles, towers, or other structures is considered reconstruction and requires adherence to all strength and clearance requirements of this order. The CPUC has promulgated various Rules to implement the fire safety requirements of General Order 95, including:

- Rule 18A requires utility companies take appropriate corrective action to remedy Safety Hazards.
- General Order 95 nonconformances requires that each utility company establish an auditable maintenance program.
- Rules 31.2 requires that lines be inspected frequently and thoroughly.
- Rule 35 requires that vegetation management activities be performed in order to establish necessary and reasonable clearances. These requirements apply to all overhead electrical supply and communication facilities that are covered by General Order 95, including facilities on lands owned and maintained by California State and local agencies.
- Rule 38 establishes minimum vertical, horizontal, and radial clearances of wires from other wires.

- Rule 43.2.A.2 requires that for lines located within Tier 2 or Tier 3 zones, the wind loads required in Rule 43.2.A.1 be multiplied by a wind load factor of 1.1. (CPUC 2018)

### *General Order 165*

General Order 165 establishes requirements for the inspection of electric distribution and transmission facilities that are not contained in a substation. Utilities must perform “Patrol” inspections, defined as a simple visual inspection of utility equipment and structures and designed to identify obvious structural problems and hazards, at least once per year for each piece of equipment and structure. “Detailed” inspections, where individual pieces of equipment and structures are carefully examined, are required every 5 years for all overhead conductor and cables, transformers, switching/protective devices, and regulators/capacitors. By July 1 of each year, each utility subject to this General Order must submit an annual report of its inspections for the previous year under penalty of perjury (CPUC 2017a).

### *General Order 166*

General Order 166 Standard 1.E requires that investor-owned utilities develop a fire prevention plan that describes measures that the electric utility will implement to mitigate the threat of power-line fires generally. Additionally, this standard requires that investor-owned utilities outline a plan to mitigate power-line fires when wind conditions exceed the structural design standards of the line during a Red Flag Warning in a high fire threat area. Fire prevention plans created by investor-owned utilities are required to identify specific parts of the utility’s service territory where the conditions described above may occur simultaneously. Standard 11 requires that utilities report annually to the CPUC regarding compliance with General Order 166 (CPUC 2017b).

## **SB 1028**

SB 1028 (2016) requires each electrical corporation to construct, maintain, and operate its electrical lines and equipment in a manner that will minimize the risk of catastrophic wildfire posed by those components, and makes a violation of these provisions by an electrical corporation a crime under State law. The bill also requires each electrical corporation to annually prepare a wildfire mitigation plan submitted to CPUC for review. The plan must include a statement of objectives, a description of preventive strategies and programs that are focused on minimizing risk associated with electric facilities, and a description of the metrics that the electric corporation uses to evaluate the overall wildfire mitigation plan performance and assumptions that underlie the use of the metrics.

## **c. Local Regulations**

### **Ventura County Multi-Hazard Mitigation Plan**

Adopted in 2015, and last updated in 2022, the Ventura County Multi-Hazard Mitigation Plan includes hazards analysis, vulnerability assessments, mitigation strategies, and coordination measures for plan maintenance. It focuses on nine Ventura County cities, including Thousand Oaks, as well as unincorporated Ventura County. The plan follows the planning guidance of the FEMA Community Rating System and addresses local mitigation planning requirements pursuant to the Disaster Mitigation Act of 2000 (County of Ventura 2022).

## **Ventura County Fire Department**

Ventura County Fire Protection District Ordinance 29 – Fire Apparatus Code governs access roads and driveways in the areas served by the VCFD.

The Ventura County Fire Code (VCFC) was created by the Ventura County Fire Protection District’s Board of Directors through the adoption of Ordinance 32, the 2022 CFC, portions of the 2021 IFC, and portions of Title 19 of the CCR by reference with amendments. The VCFC governs the safeguarding of life and property from fire and hazardous conditions and establishes the minimum requirements in Wildland-Urban Interface Areas to increase the ability of a building to resist the intrusion of flame or embers projected by a vegetation fire. The VCFC also identifies the need for fuel clearance, particularly in areas in or near the Wildland-Urban Interface, to satisfy defensible space between buildings and wildland open space.

## **City of Thousand Oaks 2020 Emergency Operations Plan**

The Emergency Operations Plan, last updated in 2020, addresses the City’s planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The Emergency Operations Plan helps maintain the City’s ability to prepare, respond, and recover from a variety of emergency incidents, and satisfies the SEMS requirements of Title 19 of the CCR and the National Incident Management System, overseen by Cal OES. The 2020 Emergency Operations Plan updates the 2014 version and includes field response, staff organization, multi-agency coordination for resources, and programs for raising public awareness (City of Thousand Oaks 2020).

## **Thousand Oaks Municipal Code**

Section 8-1.02 of the Municipal Code adopts the California Building Code by reference with certain amendments. Adoption of the California Building Code includes Chapters 7, and 7A , as described above. The City’s building code provisions regarding fire safety are either identical to or more stringent than those found in the California Building Code.

### **4.13.3 Impact Analysis**

#### **a. Methodology and Significance Thresholds**

##### **Methodology**

The assessment of impacts related to wildfire hazards and risks were evaluated using CAL FIRE FHSZ mapping for Thousand Oaks and topographic mapping. Additionally, weather patterns related to prevailing winds and precipitation trends were evaluated as they relate to the spread and magnitude of wildfire. As a programmatic document, this Program EIR presents a citywide assessment of TO2045. Because the Program EIR is a long-term document intended to guide actions for many years into the future, this analysis relies on program-level and qualitative evaluation.

##### **Significance Thresholds**

Appendix G of the *CEQA Guidelines* provides the following significance thresholds to determine if a project may have a significant impact on wildfire (W). If located in or near SRAs or lands classified as Very High FHSZs, would TO2045:

1. Substantially impair an adopted emergency response plan or emergency evacuation plan.
2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

## b. Project Impacts and Mitigation Measures

<p><b>Threshold 1:</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?</p>
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**Impact W-1 TO2045 INCLUDES POLICIES TO ADDRESS EMERGENCY ACCESS, RESPONSE, AND PREPAREDNESS. THEREFORE, TO2045 WOULD NOT SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

TO2045 is a policy document which does not include specific development entitlements but rather sets forth goals and policies with the intention to facilitate development in Thousand Oaks through 2045. The City would evaluate development facilitated by TO2045 on a project-specific basis for wildfire safety, including the ability of emergency vehicles to access the site and ease of evacuation.

As described in 4.13.1(c), *Wildfire Designations*, there are areas of the Planning Area that are defined as a Very High FHSZ by CAL FIRE and a Hazardous Fire Area as defined by the VCFD. As described in Section 2, *Project Description*, development facilitated by TO2045 would primarily occur in urbanized areas of Thousand Oaks, with a focus on areas developed with a mix of residential, commercial, and industrial uses, as well as major transportation corridors including US 101 and SR 23.

Nine fire stations serve the city and surrounding unincorporated area. VCFD's response time goal is 8.5 minutes, 90 percent of the time in suburban areas and 12 minutes, 90 percent of the time in rural areas (VCFD Standards of Coverage 2017). In 2021 and 2022, response times were 8.5 minutes, 91 percent of the time in suburban areas and 12 minutes, 84 percent of the time in rural areas (Ventura LAFCO 2018).

TO2045's Safety Element includes the following proposed goals, policies, and associated implementation actions to ensure safe and efficient evacuation and emergency response:

- **Policy 5.2: Road widths and clearances.** Ensure that new development has appropriate road widths and clearances in accordance with:
  - Standards specified in the City of Thousand Oaks Road Standards and construction specifications in effect at the time of construction.
  - Any other standard and specific conditions required by State and County Fire Codes and VCFPD in the permit application.

- **Policy 5.9: Public outreach and education.** Educate residents on fire hazard reduction strategies to employ on their properties and nearby evacuation routes. Prioritize outreach to the most vulnerable populations such as older adults and individuals with chronic health conditions.
- **Policy 5.12: Local Hazard Mitigation Plan.** Follow all guidelines in the Local Hazard Mitigation Plan and other applicable County, State, and Federal fire mitigation policies.
- **Policy 5.13: Ingress and Egress Points.** Whenever feasible, require the construction of multiple ingress and egress points for new development projects in high fire hazard severity zones. For example, each neighborhood should have at least two emergency evacuation ingress and egress points. See Figure 1.7.
- **Policy 5.18: Evacuation Operations Planning.** Continue to improve evacuation operations and planning for the community, with a focus on areas with inadequate access/evacuation routes.
- **Policy 6.5: Adaptation Strategies.** Implement climate adaptation strategies at a local and regional level in which coordination and pooling of resources (e.g., emergency/evacuation centers for people and animals, transit agency mutual emergency support) is planned.
- **Implementation Action S-A.4: Communicate Evacuation Routes to Residents.** Develop educational materials, in multiple languages, that inform residents of evacuation routes and resources for every neighborhood in very high hazard areas to assist in preparing for immediate evacuation.
- **Implementation Action S-A.7: Evaluate Evacuation.** Evaluate evacuation route capacity, safety, and viability under a range of emergency scenarios as part of the next update to the Hazard Mitigation Plan, in accordance with AB 747.

Furthermore, the City's Emergency Operation Plan helps maintain the City's ability to prepare, respond and recover from a variety of emergency incidents. TO2045 would not conflict with the Emergency Operations Plan and would not impair evacuation. For example, TO2045 does not envision closing major evacuation routes, such as US 101. The City would review and approve specific development facilitated by TO2045 to ensure that emergency access meets City standards. Development facilitated by TO2045, as well as all development in the city, must comply with road standards, and are reviewed by the VCFD to ensure development would not interfere with evacuation routes or impede the effectiveness of evacuation plans. Because the City and VCFD would review development facilitated by TO2045 to ensure that emergency access meets City standards, impacts related to impairing an adopted emergency response plan or emergency evacuation plan would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

**Threshold 2:** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

**Impact W-2 TO2045 INCLUDES POLICIES TO ENSURE DEVELOPMENT WOULD NOT EXACERBATE WILDFIRE RISK DUE TO SLOPE, PREVAILING WINDS, OR OTHER FACTORS. FURTHERMORE, DEVELOPMENT FACILITATED BY TO2045 WOULD ADHERE TO THE CFC AND BE REVIEWED BY VCFD TO ENSURE WILDFIRE RISK WOULD NOT BE EXACERBATED. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

Development facilitated by TO2045 would primarily occur in urbanized areas of Thousand Oaks, where the risk of wildfire is less than in more rural areas where fuels are more continuous and abundant. However, as evidenced by the 2018 Woolsey Fire, urban areas are also susceptible to wildfires, despite the reduced presence of typical wildfire fuels. Built structures and ornamental landscaping can function as fuels in the event of a fire in urban areas.

Thousand Oaks contains hilly terrain and is subject to Santa Ana winds, which are strong dry offshore winds that affect Southern California in autumn and winter. They can range from hot to cold, depending on the prevailing temperatures in the source regions, the Great Basin, and upper Mojave Desert (Tufts University 2018). The winds are known for occurring during hot, dry weather (often the hottest of the year) and are infamous for fanning regional wildfires. Wildfire smoke produced from combustion of natural biomass contains thousands of individual compounds, including particulate matter, CO<sub>2</sub>, water vapor, CO, hydrocarbons and other organic chemicals, NO<sub>x</sub>, and trace minerals that can be carried by the wind. As shown in Table 4.13-1, prevailing winds blow west-northwest to east-southeast. Additional Santa Ana winds gusting from the east-northeast could push a potential wildfire and wildfire smoke through areas of low-fuel volumes and to areas with substantial development, thereby exposing residents to pollutant concentrations associated with wildfire.

The major types of vegetation found in the Thousand Oaks area include grasslands, chaparral, California sage scrub, southern oak woodlands and oak savannahs. Grasslands are capable of generating dangerous fuel behavior, especially with southwest wind patterns. Woody fuel types, such as tree and brush formations, are generally associated with rapid fire front advance, high burn intensities, longer duration at a given location, and generation of airborne embers, especially under extreme fire weather conditions. While existing urban development provides some barriers to the uncontrolled spread of wildfire, such as paved roads and other non-flammable surface materials, undeveloped and open space areas would be susceptible, and built structures and ornamental landscaping have the potential to become fuel sources in urban areas especially during the autumn and winter months when the Santa Ana winds have the potential to exacerbate fire conditions. Occupied development within, and proximate to, these areas could be exposed to pollutants in the event of a wildfire.

However, TO2045's Safety Element includes the following goals, policies, and associated implementation actions in order to minimize potential wildfire risks:

**Goal S-5:** Provide necessary prevention services to reduce loss and damage due to wildfire.

- **Policy 5.3: Defensive Spaces.** Establish defensive spaces in the urban/wildland interface to protect against wildfire. Defensive spaces shall:
  - Establish and maintain a 100-foot defensible perimeter around each habitable structure along the urban wildland interface.



- Provide for the removal of annual fuels within the defensive perimeter.
  - Provide any fire suppression resource from any agency the opportunity to successfully protect structures and other valuable properties during a wildfire threat.
  - Create an ember resistant zone within 5 feet of structures by using extra fuel reduction measures within 5 and 10 feet of the structure, pursuant to AB 3074.
  - Protect watershed areas from exposure to structure fires in the urban/wildland interface areas.
- **Policy 5.4: Public Facilities and Utilities in High Fire Zones.** Discourage the location of new public facilities and above-ground utilities in Very High Fire Hazard Severity Zones. When unavoidable, special precautions should be taken to minimize potential fire impacts to public facilities.
  - **Policy 5.5: Science-Based Fuel Management.** Work with the Ventura County Fire Protection District, the Conejo Open Space Conservation Agency, and other agencies, as appropriate, to implement science-based fuel management programs and post fire recovery plans that conserve wildlife habitat while protecting public safety.
  - **Policy 5.6: Development Standards.** Continue to develop stringent initial site design standards, landscape design standards, on-going maintenance standards, and mitigation measures into individual developments to reduce the potential damage and destruction due to fire.
  - **Policy 5.8: Wildfire Resilience.** Continue to meet all current standards and best practices for wildfire planning in accordance with State guidance.
  - **Policy 5.10: Development Fire Safety Compliance.** Ensure that new development complies with fire safety requirements for construction in the Very High Fire Hazard Severity Zones.
  - **Policy 5.11: Fire Management Best Practices.** Require that developments located in wildland urban interface areas incorporate measures to reduce the threat of wildfires, accounting for any increased risk related to climate change. Clearly delineate fuel modification areas on grading plans.
  - **Implementation Action S-A.1: Update Community Wildfire Protection Plan.** Collaborate with the Ventura County Fire Protection District to include Thousand Oaks in the development and maintenance of a County Wildfire Protection Plan and investigate the possibility of preparing a plan component specific to the City of Thousand Oaks.
  - **Implementation Action S-A.2: Very High Fire Hazard Severity Zone Code Update.** Update the development code to incorporate state laws for defensible space.
  - **Implementation Action S-A.3: Wildfire Buffer Zones.** Update the zoning map to designate as open space those areas within new development that are necessary to remain undeveloped for public health and safety purposes.

The VCFD enforces fire and building codes related to development in Very High FHSZs. Individual development projects under TO2045 would thus be required to comply with VCFD regulatory programs and standards that reduce wildfire risk. Standards include vegetation management, pre-fire management and planning, fuel modification, and brush clearance. Preliminary fire protection plans, landscaping and/or fuel modification plans are also required for projects in a Very High FHSZ and areas classified as Hazardous Fire Areas (HFA) or Wildland Urban Interface (WUI) as defined by the Ventura County Fire Code.

Development under TO2045 would also be required to adhere to State and federal regulations related to wildfire. This includes approval of plans and specifications to verify compliance with applicable codes, including the following:

- Title 24, CCR, Building Regulations
- International Fire Code/California Fire Code
- National Fire Codes of the National Fire Protection Association
- Title 19, CCR, Public Safety
- Title 8, CCR, Occupational Safety
- California Health and Safety Code

The CFC includes safety measures that minimize the threat of fire, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system and sealing any gaps around doors, windows, eaves and vents to prevent intrusion by flame or embers. Development would also be required to meet California Building Code requirements, including CCR Title 24, Part 2, which includes specific requirements related to exterior wildfire exposure. CCR Title 14 sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent loss of structures or life by reducing wildfire hazards risk. Compliance with these regulations and building standards would reduce the potential for development implemented under TO2045 from contributing to the exposure to pollutants of persons in or near TO2045 development.

The City would evaluate development facilitated by TO2045 to ensure development would minimize risks associated with wildfire, including the potential for development to exacerbate wildfire risk due to slope or prevailing winds. Compliance with State and federal regulations, VCFD requirements and recommendations, and the policies outlined in TO2045's Safety Element would ensure that TO2045 would not exacerbate wildfire risk due to slope or prevailing winds which could expose occupants to substantial pollutant concentrations or the uncontrolled spread of a wildfire. This impact would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

**Threshold 3:** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

**Impact W-3 TO2045 WOULD NOT REQUIRE THE INSTALLATION OR MAINTENANCE OF SUBSTANTIAL INFRASTRUCTURE THAT MAY EXACERBATE FIRE RISK OR RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT ASSOCIATED WITH FIRE RISK. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

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As described in Section 2, *Project Description*, TO2045 emphasizes mixed-use and infill development in existing urbanized parts of the Planning Area. These areas typically do not have large tracts of vegetation cover and already contain existing utility infrastructure. As a result, minimal additional infrastructure, such as roads, fuel breaks, emergency water sources, power lines, or other utilities, would be required to accommodate development facilitated by TO2045. Primarily, development

facilitated by TO2045 would require lateral infrastructure connections to existing utilities, resulting in negligible temporary or ongoing environmental impacts. The utility that poses the greatest potential wildfire risk would be electrical lines. However, existing lines are maintained in accordance with CPUC requirements and all electrical lines associated with development would be undergrounded, pursuant to Section 7-5.201 of the City's Municipal Code. Accordingly, TO2045 would not exacerbate fire risk from the installation of electrical lines.

To minimize risks associated with emergency water sources and availability, TO2045's Community Facilities and Services Element includes the following goals and policies to improve water source resiliency:

- **Policy 1.5: Resilient infrastructure.** Plan for and develop resilient infrastructure to minimize disruptions from climate-related impacts on residences and businesses (i.e., wildfire, Public Safety Power Shutoff events, flooding).

**Goal 3:** Ensure a sustainable water supply that supports existing and future community needs.

- **Policy 3.1: Water supply.** Continue to work with water providers to ensure the provision of water in quantities sufficient to satisfy current and projected demands while encouraging water conservation measures for existing and new development.
- **Policy 3.2: Emergency water supply.** Work with regional and local water providers to ensure that adequate water supplies and pressures are available during a fire, earthquake, or both.
- **Policy 3.5: Water Master Plan.** Regularly update the City's Water Master Plan to provide up-to-date projections of water demand and supplies and needed system improvements.
- **Policy 3.6: Backup water services.** Provide that alternative or emergency backup services for imported water services are earthquake resilient.

TO2045 includes policies described in Impact W-2 which would ensure new development would minimize fire risk through adherence to defensive space requirements, development standards, fire management best practices, and wildfire resilience standards. TO2045's Safety Element includes the following policy related to fuel breaks:

- **Policy 5.14: Fuel Reduction.** Continue to establish and maintain community fire breaks and fuel modification/reduction zones, including public and private road clearance.

Establishment and maintenance of fire breaks could result in temporary and ongoing impacts to the environment. Through Policy 5.14, existing fire breaks would be maintained, and new community fire breaks and fuel modification/reduction zones would be evaluated for environmental impacts at the project level prior to approval. While maintenance of fuel breaks and fuel modification/reduction zones could result in ongoing impacts to the environment, they would ultimately reduce the potential for severe or catastrophic wildfires, rather than exacerbate them.

TO2045 would facilitate development which requires minimal additional utility infrastructure, and policies proposed by TO2045 would ensure development facilitated by TO2045 would not result in substantial fire risk. Therefore, this impact would be less than significant.

## **Mitigation Measures**

No mitigation measures are required.

**Threshold 4:** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

**Impact W-4 TO2045 INCLUDES WILDFIRE RESILIENCY POLICIES TO ENSURE DEVELOPMENT WOULD NOT EXACERBATE RISKS FROM FLOODING OR LANDSLIDES DUE TO WILDFIRE. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

Vegetation on hillslopes helps to stabilize soil, slow water flow, and support percolation into the soil. Severe wildfires damage trees, the shrub canopy, vegetation, and soil. Once vegetation burns, a greater surface area of soil is exposed to the elements, and the lack of roots decreases the structural integrity of the soil. Thus, wildfire burn areas typically endure an increased runoff after intense rainfall, which can put residences and structures downslope of a burned area at risk of localized floods and landslides.

As described in 4.13.1(f), hillsides along the perimeter of Thousand Oaks are historically prone to rockfalls, mudflows, and debris flows, and numerous mud and debris flows following severe rain events. Development facilitated by TO2045 would adhere to the requirements of the following proposed polices and associated implementation actions included in TO2045's Safety Element:

- **Policy 1.1: Geologic and Engineering Investigations.** Require site-specific geologic and engineering investigations as specified in the California Building Code (as adopted by the State of California with local amendments) and Municipal Code for proposed new developments.
- **Policy 2.1: Setbacks from Debris Flow.** Require all development to provide setbacks from potentially unstable areas, including potential debris flow channels, as identified in engineering and geologic studies.
- **Policy 2.2: Drainage Plans.** Require new projects to prepare drainage plans designed to direct runoff away from unstable areas.
- **Policy 4.8: Flood Control.** Protect and maintain natural hydrological and ecological functions by implementing flood control improvements that use natural materials when possible. If the use of natural materials is not feasible, select the most environmentally preferred option and limit concrete channelization to the extent possible.
- **Implementation Action S-A.5: Identify Existing Buildings that Need Seismic Retrofitting.** Perform a seismic vulnerability analysis for seismic rehabilitation of existing buildings.

By incorporating wildfire resiliency measures in new and existing developments, the reduction in wildfire ignitions and spread of wildfire can reduce the burn areas subject to post fire debris flows. Furthermore, as described in Section 4.14, *Effects Found Not to Be Significant*, development would be required to implement BMPs to minimize stormwater flows which would minimize adverse impacts of flooding following a wildfire. Infill and mixed-use development facilitated by TO2045 would primarily occur in urbanized areas of Thousand Oaks that are relatively flat and away from hillsides. As a result, TO2045 would not expose people or structures to substantial flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. This impact would be less than significant.

## Mitigation Measures

No mitigation measures are required.

### 4.13.4 Cumulative Impacts

The cumulative impacts assessment area for wildfire is Ventura County. The area comprising Ventura County is appropriate for the wildfire cumulative impacts analysis, because it contains tracts of wildland fuels, such as forest land and chaparral that are also in or adjacent to the Planning Area. In other words, there are substantial numbers of fire breaks across the county, such as US 101, and developed areas, such as Thousand Oaks and Oxnard, that potential wildfires in or near the Planning Area would generally be in or spread into or from surrounding Ventura County.

Other reasonably foreseeable development outside of the Planning Area would place structures and people in Very High FHSZs or on or at the base of slopes and hillsides susceptible to post-wildfire risks, such as landslides or mudflows. The cumulative impact related to exacerbated wildfire risks and exposure to post-fire hazards would be potentially significant.

As concluded in Section 4.13.3, *Impact Analysis*, TO2045 would have a less-than-significant impact related to wildfires. Adherence to State, regional, and local fire protection policies and requirements, as well as implementation of policies proposed by TO2045 would ensure potential impacts related to wildfire are minimized for development facilitated by TO2045. Additionally, TO2045 focuses development in urbanized areas of Thousand Oaks, away from wildland fuels and slopes. Therefore, TO2045 would not have a cumulatively considerable contribution to the potentially significant cumulative impacts related to wildfires.

## 4.14 Effects Found Not to Be Significant

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During evaluation of the proposed project, certain impact areas included in the CEQA Appendix G checklist were found to have a less-than-significant impact or no impact. As allowed under *CEQA Guidelines* Section 15128, this section discusses why impacts to these environmental topics were determined to have a less-than-significant impact or no impact and therefore are not discussed in detail in the EIR as individual sections.

### 4.14.1 Agriculture and Forestry Resources

Based on Appendix G of the *CEQA Guidelines* the project would have a significant impact on agricultural and forestry resources if it would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use; or
- Conflict with existing zoning for agricultural use, or a Williamson Act Contract; or
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)); timberland (as defined by PRC Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)); or
- Result in the loss of forest land or conversion of forest land to non-forest use; or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Based on the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program, the city is mapped as Urban and Built-Up land, Grazing Land, and Other Land (DOC 2022). The city does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Pursuant to the *CEQA Guidelines*, Farmland of Local Importance is not considered agricultural land and the conversion of Farmland of Local Importance would not trigger a substantial adverse impact (California PRC Division 13, Chapter 2.5, Section 21060.1). Therefore, the proposed project would not have the potential to directly or indirectly convert Farmland.

Portions of land in the northern city limits have a zoning designation of Rural-Agricultural. These include the land bounded by SR 23 to the east, residential uses to the west and south, and Read Road to the north, as well as McCrea Ranch, which is under the management of the CRPD. The proposed project would change the land use designations of this area to Parks, Golf Courses, and Open Space. However, the change in land use designation would not remove agricultural land as the areas zoned Rural-Agricultural are not currently used for agricultural activities. Therefore, the proposed project would not conflict with existing zoning for agricultural uses.

The city does not have forest land, timberland, or timberland zoned Timberland Production. Therefore, the proposed project would not conflict with existing zoning, or cause rezoning of, forest land or land zoned for timberland production, and would not result in the loss of forest land or conversion of forest land to non-forest land. Therefore, impacts would be less than significant.

## 4.14.2 Energy

Based on Appendix G of the *CEQA Guidelines* the project would have a significant impact on energy if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;
- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Construction activities associated with development facilitated by the proposed project would require energy resources in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. It is reasonable to assume that manufacturers of concrete, steel, lumber, or other building materials would employ energy conservation practices to minimize their cost of doing business. It also is reasonable to assume that non-custom building materials, such as drywall and standard-shaped structural elements, would be manufactured regardless of the proposed project and, if not used for development facilitated by the proposed project, would be used elsewhere. Development facilitated by the proposed project would be required to comply with a variety of statewide, regional, and local renewable energy and energy efficiency plans, including:

- **AB 2076: Reducing Dependence on Petroleum.** Pursuant to AB 2076, the CEC and CARB prepared and adopted a joint-agency report, *Reducing California's Petroleum Dependence*, in 2003. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT. One of the performance-based goals of AB 2076 is to reduce petroleum demand to 15 percent below 2003 demand.
- **California Renewable Portfolio Standard.** California's Renewable Portfolio Standard obligates investor-owned utilities, energy service providers, and community choice aggregators to procure 33 percent total retail sales of electricity from renewable energy sources by 2020, 60 percent by 2030, and 100 percent by 2045.
- **Energy Action Plan.** In the October 2005, the CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original Energy Action Plan (EAP), such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change. The nine major action areas in the EAP include energy efficiency, demand response, renewable energy, electricity adequacy/reliability/infrastructure, electricity market structure, natural gas supply/demand/infrastructure, transportation fuels supply/demand/infrastructure, research/development/demonstration, and climate change.
- **AB 1007: State Alternative Fuels Plans.** The State Alternative Fuels Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.
- **Bioenergy Action Plan, Executive Order S-06-06.** The Executive Order establishes the following targets to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels in California by 2010, 40 percent by 2020, and 75 percent by 2050.

- **Title 24, CCR – Part 6 (Building Energy Efficiency Standards) and Part 11 (CALGreen).** The 2022 Building Energy Efficiency Standards move toward cutting energy use in new homes by more than 50 percent and will require installation of solar photovoltaic systems for single-family homes and multifamily buildings of three stories and less. Specifically, the CALGreen Standards establish green building criteria for residential and nonresidential projects. The 2022 Standards include the following: increasing the number of parking spaces that must be prewired for EV chargers in residential development; requiring all residential development to adhere to the Model Water Efficient Landscape Ordinance; and requiring more appropriate sizing of HVAC ducts.

Furthermore, development facilitated by the proposed project would need to comply with the energy efficiency and reduction policies included as part of TO2045, which would include the following:

### Conservation Element

- **Policy 10.2: Alternative Transportation.** City actions shall seek to reduce dependency on gasoline- or diesel-powered motor vehicles by encouraging the use of alternative transportation modes and energy sources (e.g., transit, walking, bicycling) thereby reducing vehicle trips and vehicle miles traveled.

### Community Facilities and Services Element

- **Policy 1.3: Sustainable Design.** Promote the design of infrastructure projects that use sustainable materials, reduce carbon emissions, and minimize energy, water and waste during construction.
- **Policy 4.5: Building Water Efficiency.** Minimize future water use by requiring all new development to meet Green Building Standards identified by the US Environmental Protection Agency and other regulatory entities.

The proposed project would facilitate the development of buildings that would adhere to existing California energy standards, which would consume less energy in the forms of electricity and natural gas than existing, older buildings in the Planning Area. The proposed project would also support transportation systems that rely less heavily on internal combustion vehicles and more on active transportation that would consume less energy in the form of petroleum. The development facilitated by the proposed project would not result in a wasteful, inefficient, or unnecessary consumption of energy and would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy. Impacts would be less than significant.

#### 4.14.3 Geology and Soils

Based on Appendix G of the *CEQA Guidelines*, the project would have a significant impact on geology and soils if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?



- ii. Strong seismic ground shaking?
- iii. Seismic-related ground failure, including liquefaction?
- iv. Landslides?
  - Result in substantial soil erosion or the loss of topsoil?
  - Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
  - Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
  - Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?
  - Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

An analysis of impacts to paleontological resources and unique geologic features resulting from project implementation is contained in Section 4.8, *Paleontological Resources*.

Geologic impacts, as discussed below, would be reduced to less-than-significant levels with implementation of policies and associated implementation actions included in the proposed project's Safety Element that aim to prepare the city for landslides, geologic instability, and seismic activity, which include:

- **Policy 1.1: Geologic and Engineering Investigations.** Require site-specific geologic and engineering investigations as specified in the California Building Code (as adopted by the State of California with local amendments) and Municipal Code for proposed new developments.
- **Policy 1.2: Earthquake Resistant Design.** Enforce the latest California Building Code (CBC) provisions relating to earthquake resistant design.
- **Policy 1.4: Setback Distances.** Provide setbacks, as determined to be necessary, for any proposed development located on or near an active or potentially active fault. Appropriate setback distances will be determined through engineering geologic investigation.
- **Policy 1.5: Notice of Geologic Hazards.** Require all developers and/or subdividers of a parcel or parcels in an area of a known fault hazard to record a Notice of Geologic Hazards with the County Recorder describing the hazards on the parcel and the level of prior geologic investigation conducted.
- **Policy 1.6: Faulting/Seismic Hazards.** Require hazard mitigation, project redesign, elimination of building sites, and the delineation of building envelopes, building setbacks and foundation requirements, as deemed necessary, to minimize faulting/seismic hazards for new development and redevelopment.
- **Policy 1.7: Seismic Retrofitting.** Investigate options for seismic retrofitting of older buildings that do not meet current seismic standards.
- **Policy 2.1 Setbacks from debris flow.** Require all development to provide setbacks from potentially unstable areas, including potential debris flow channels, as identified in engineering and geologic studies.

- **Policy 2.2: Drainage Plans.** Require new projects to prepare drainage plans designed to direct runoff away from unstable areas.
- **Policy 2.3: Surface Runoff in Unstable Areas.** Discourage introduction of surface runoff, including nuisance water into the ground, where the area is unstable.
- **Policy 2.4: Road Reconstruction.** Where washouts or landslides have occurred on public or private roads, require road reconstruction to meet the conditions of geologic and engineering reports.
- **Policy 2.5: Building in Flowline.** Discourage development in the flowline or discharge areas of hillside swales or channels.
- **Policy 2.6: Notice of Geologic Hazards.** In areas of known slope instability or debris flow hazards, require developers and/or subdividers of a parcel or parcels to record a Notice of Geologic Hazards with the County Recorder describing the potential hazards on the parcel and the level of prior geologic investigation conducted.
- **Policy 3.1: Liquefaction.** Require developers to submit studies that evaluate liquefaction potential for proposed developments in areas susceptible to liquefaction as illustrated by Figure 10.3.
- **Policy 3.2: Liquefaction Hazard Risk.** Require project alterations and/or mitigation as necessary to remediate liquefaction hazard risk.
- **Policy 3.3: Notice of Geologic Hazards.** Require developers and/or subdividers of a parcel or parcels in areas susceptible to liquefaction or of known highly expansive soils hazard to record a Notice of Geologic Hazards with the County Recorder describing the potential hazards on the parcel and the level of prior geologic investigation conducted unless the condition has been mitigated.
- **Policy 3.4: Soils Reports.** Require the preparation of a soils report, prepared by a registered civil engineer, for developments where soils have been identified that are subject to expansion, or where there is inadequate soils information.
- **Policy 3.5: Hazard Mitigation for Soil Hazards.** Require hazard mitigation, as necessary, to mitigate hazards associated with soils that may be subject to expansion, or settlement.
- **Implementation Action S-A.5: Identify Existing Buildings that Need Seismic Retrofitting.** Perform a seismic vulnerability analysis for seismic rehabilitation of existing buildings.

## Earthquake Fault Rupture

Thousand Oaks, as with the majority of California, is susceptible to seismic activity. Established in the Alquist-Priolo Earthquake Fault Zoning Act, Alquist-Priolo earthquake fault zones are regulatory zones compiled by the California Geological Survey which designated the surface traces of active faults in California. For the purposes of the Alquist-Priolo Earthquake Fault Zoning Act, an *active fault* is defined as a fault that has ruptured in the past 11,000 years (DOC 2023a). There are no Alquist-Priolo earthquake fault zones that partially or fully intersect Thousand Oaks. The nearest Alquist-Priolo earthquake fault zone is the Simi Fault located approximately 1-mile north of the city limits. (DOC 2023b). Development facilitated by the proposed project would not involve mining operations that require deep-excavations thousands of feet into the earth, or boring of a large area that would create unstable seismic conditions or stresses in the Earth's crust. As such, development facilitated by the proposed project would not directly or indirectly cause or increase potential substantial adverse effects involving the rupture of a known earthquake fault. Therefore, this impact would be less than significant.

## Seismic Ground Shaking

Thousand Oaks is located in a seismically active region of California where several fault systems are considered to be active or potentially active. Development facilitated by the proposed project could be subject to ground shaking if the seismic event originated along one of the faults designated as active near Thousand Oaks. These include the Simi Fault (approximately 1-mile north), the Solstice Fault (approximately 9-miles south), the Wright Road Fault (approximately 11-miles west), the Santa Susana Fault (approximately 15.5-miles northeast), and the Potrero Canyon Fault (approximately 18.9-miles southeast) (DOC 2023b).

As previously discussed, development facilitated by the proposed project would not exacerbate a risk to public safety or destruction of property than what is already present in the region. Residential development would be required to adhere to the standards of the California Building Code (CBC) which provides earthquake design requirements, including earthquake loading specifications for design and construction to resist effects of earthquake motions in accordance with the American Society of Civil Engineers Standard 7-05. The CBC also regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking. The impact to people, buildings, or structures from strong seismic ground shaking would be reduced by mandatory conformance with applicable building codes and accepted engineering practices. Therefore, this impact would be less than significant.

## Liquefaction

Liquefaction is a phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater, low-density, fine, clean sandy soils, and strong ground motion. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures. High liquefaction potential exists approximately 0.25-mile north and east of Wildwood Regional Park and near the intersection of SR 23 and US 101, extending east toward North Ranch Open Space and west toward the city limits. The proposed project would implement Policies S-3.1 through S-3.5, which require developers to submit studies that evaluate liquefaction potential, require developers to remediate liquefaction risk, require a developer to file a Notice of Geologic Hazards with the County Recorder, require developers to retain a civil engineer to develop a soils report, and require developers to implement hazard mitigation to minimize the potential for adverse effects associated with liquefiable soils. In addition, development facilitated by the proposed project is required to adhere to the standards of the CBC, which includes mandatory site-specific geotechnical investigations for individual projects. Compliance with proposed policies and the CBC would reduce seismic ground-shaking impacts with current engineering practices, and the proposed project would not exacerbate liquefaction potential in the area. Therefore, this impact would be less than significant.

## Landslides

The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslide events. In order to fail, unstable slopes need to be disturbed; common triggering mechanisms of slope failure include undercutting slopes by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation, and shaking of marginally stable slopes during earthquakes. Due to the varied topography of the city, there is potential for landslides to occur in

Thousand Oaks, with areas of high landslide risk located around the perimeter of the city in open space areas with steeper slopes.

However, future development associated with the proposed project focuses on infill areas along the valley floor, which are relatively flat, and thus would not be susceptible to landslides. Additionally, the proposed project would implement Policies S-2.1 through S-2.6, which require development to provide setbacks from debris flow channels, prepare drainage plans to direct runoff from unstable areas, discourage the introduction of surface runoff, discourage development in the flowline or discharge areas of hillside swales or channels, and require developers to file a Notice of Geologic Hazards with the County Recorder describing potential geologic hazards on a parcel.

Implementation of the proposed project would result in policies that would minimize the potential for development to exacerbate landslide risk. Therefore, this impact would be less than significant.

## **Erosion**

Soil erosion or the loss of topsoil may occur when soil is disturbed but not secured or restored, such that wind or rain events may mobilize disturbed soils, resulting in their transport off-site. Ground-disturbing activities associated with development facilitated by the proposed project would have the potential to result in the removal and erosion of topsoil during grading and excavation. Construction activities that disturb 1 or more acres of land are subject to the NPDES General Construction Permit process, which would require development of a SWPPP that outlines project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants from construction into stormwater. Typical BMPs include, but are not limited to, installation of silt fences, erosion control blankets, and anti-tracking pads at site exits to prevent off-site transport of soil material. Construction activities would also be required to comply with CBC Chapter 70 standards, which are designed to ensure implementation of appropriate measures during grading and construction to control erosion and storm water pollution. In addition, grading and construction would be completed in accordance with a City-mandated Stormwater Pollution Control Plan, which would include BMPs to control wind and water erosion. Furthermore, Municipal Code Title 7, Chapter 3, *Grading*, sets requirements for erosion control and drainage devices that applicants must follow. Therefore, erosion from ground-disturbing activities associated with development facilitated by the proposed project would be controlled through implementation of the requirements and BMPs contained in existing regulations, including the General Construction Permit and City Municipal Code. Furthermore, BMPs for post-construction erosion and sediment control would remain in effect and would improve future erosion conditions. Compliance with the regulations discussed above would reduce the risk of soil erosion from construction activities such that there would be minimal change in risk compared to current conditions with existing development, and impacts would be less than significant.

## **Geologic or Soil Instability**

Impacts related to landslides and liquefaction are discussed above; therefore, this discussion focuses on impacts related to unstable soils as a result of lateral spreading, subsidence, or collapse. Lateral spreading occurs as a result of liquefaction; accordingly, liquefaction-prone areas would also be susceptible to lateral spreading. Subsidence occurs at great depths below the surface when subsurface pressure is reduced by the withdrawal of fluids (e.g., groundwater, natural gas, or oil) resulting in sinking of the ground.

Development facilitated by the proposed project could not affect existing conditions related to unstable soils, unless improperly constructed. Future development would be required to comply

with the CBC's minimum standards for structural design and site development. The CBC provides standards for excavation, grading, and earthwork construction, fills and embankments, expansive soils, foundation investigations, and liquefaction potential and soils strength loss. Thus, CBC-required incorporation of soil treatment programs (replacement, grouting, compaction, drainage control, etc.) in the excavation and construction plans can achieve an acceptable degree of soil stability to address site-specific soil conditions. Adherence to these requirements would achieve accepted safety standards relative to unstable geologic units or soils. In addition, although reasonably foreseeable development facilitated by the proposed project may be subject to these hazards, it would not increase the potential for lateral spreading, subsidence, or collapse. Therefore, this impact would be less than significant.

### **Expansive Soils**

Soils that volumetrically increase (swell) or expand when exposed to water and contract when dry (shrink) are considered expansive soils. A soil's potential to shrink and swell depends on the amount and types of clay in the soil. Highly expansive soils can cause structural damage to foundations and roads without proper structural engineering and are generally less suitable or desirable for development than non-expansive soils.

Development facilitated by the proposed project could not substantially increase the potential exposure to or extent of expansive soils in the city, as the land use pattern it establishes would emphasize infill development. Furthermore, future projects would be subject to the CBC, which requires the preparation of soil investigation prior to construction and incorporation of appropriate corrective actions to prevent structural damage, to be determined on a project-by-project basis, if expansive soils are detected based upon a preliminary soils report. Additionally, General Plan policies such as Policy 1.1 and Policy 3.4, which require geotechnical reports and soil reports, respectively, would reduce impacts by identifying expansive soils prior to development. Consequently, there would be minimal change in the exposure of people or structures to risks associated with expansive soils. This impact would be less than significant.

### **Sewer Systems**

The proposed project would emphasize development in the city where existing infrastructure exists. Development facilitated by the proposed project is not anticipated to include the use of septic systems. Therefore, there would be no impact related to the use of septic tanks or alternative wastewater disposal systems.

#### **4.14.4 Hazards and Hazardous Materials**

Based on Appendix G of the *CEQA Guidelines*, the project would have a significant impact on hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

An analysis of the risk of exposure to wildland fires resulting from project implementation is contained in Section 4.13, *Wildfire*. The significance thresholds related to wildfire are addressed in Section 4.13, *Wildfire*.

### **Hazardous Materials Transport, Use, and Disposal**

Development facilitated by the proposed project could involve the use of potentially hazardous materials, such as vehicle fuels and fluids, which could be released, should a spill or peak occur. Typically, small fuel or oil spills would have a less-than-significant impact on public health. Furthermore, contractors of individual development projects would be required to implement standard construction BMPs for the use or handling of such materials to avoid or reduce the potential for such conditions to occur. Any transport, use, or disposal of hazardous materials would be carried out in accordance with applicable local, State, and federal regulations regarding the handling of potentially hazardous materials. These include the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Materials Management Act, and CCR Title 22. Hazardous materials transported on highways, such as SR 23 and US 101, would be subject to Caltrans requirements, as described in Title 49 of the CFR. Furthermore, the proposed project's Safety Element would implement the following policy intended to ensure the safe transportation of hazardous materials:

- **Policy 8.5: Agency Coordination for Hazardous Materials Transportation.** Continue to follow guidelines set in the Hazard Mitigation Plan regarding regional plans for transportation corridors for hazardous materials.

Mandatory compliance with all applicable State, and federal laws and the proposed policies from TO2045 relating to the transport, use, and disposal of hazardous materials during construction and operation of future development facilitated by the proposed project would minimize the potential to create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials. Therefore, this impact would be less than significant.

### **Upset and Accident Conditions**

As described under the *Hazardous Materials Transport, Use, and Disposal* discussion, the transport, use, and disposal of hazardous material would be conducted in accordance with all applicable laws and regulations, including the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Materials Management Act, CCR Title 22, and Title 49 of the CFR. Additionally, the City's Public Works Department, Emergency Management Division has protocols to remedy the accidental release of hazardous materials, as set forth in the City's

Emergency Operations Plan (City of Thousand Oaks 2020). These regulatory safeguards minimize exposure of the public and environment to a potential release of hazardous materials.

Future development facilitated by the proposed project that requires demolition or redevelopment of existing structures, particularly old structures, has the potential to expose workers and the public to asbestos. The California Health and Safety Code Section 19827.5 requires that local agencies not issue demolition or alteration permits until an applicant has assessed the potential for a structure to contain asbestos and demonstrated compliance with notification requirements under federal regulations involving hazardous air pollutants, including asbestos. CCR Section 1532.1 requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed California Occupational Safety and Health Administration standards. Similarly, CCR Section 1529 sets requirements for asbestos exposure assessments and monitoring, methods of complying with exposure requirements, safety wear, communication of hazards, and medical examination of workers. The control of asbestos-containing material during demolition or renovation activities is regulated under the Federal CAA, which requires thorough inspection for asbestos where demolition would occur and specifies work practices to control emissions, such as removing all asbestos-containing materials, adequately wetting all regulated asbestos-containing materials, sealing the material in leak-tight containers, and disposing of the asbestos-containing waste material as expeditiously as practicable (USEPA 2022). Furthermore, demolition, renovation, and manufacturing activities would be regulated by the VCAPCD through adherence to Rule 62.7, which sets standard procedures to prevent emissions from asbestos-containing materials (VCAPCD 1992). As such, the potential for release of asbestos would be minimized.

Future development facilitated by the proposed project could involve the use, storage, disposal, or transportation of hazardous materials. Some potential commercial, residential, and visitor-serving uses do not generally involve the use, storage, disposal, or transportation of significant quantities of hazardous materials. Hazardous material use and storage would primarily consist of common household hazardous materials such as solvents, paints, and chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be different from household hazardous materials currently in use throughout Thousand Oaks. Residents and workers would use limited quantities of products that contain hazardous materials routinely for periodic cleaning, repair, and maintenance, or for landscaping and pest control. The disposal of household hazardous materials would be conducted at the City's household hazardous waste facility. The City provides a program for residents to schedule the pickup of household hazardous materials (City of Thousand Oaks 2023a).

Future development facilitated by the proposed project could include industrial uses that potentially sell, use, store, transport, or release substantial quantities of hazardous materials. Businesses that handle certain chemicals over threshold quantities are required to abide by the Ventura County Division of Environmental Health programs, such as preparation of a Hazardous Materials Business Plan (HMBP). The HMBP consists of basic information on the location, type, quantity, and health risks of hazardous materials, and emergency response and training plans (CalEPA 2023). Hazardous materials must be reported in a HMBP if they are handled in quantities equal or greater than 55 gallons of a liquid, 200 standard cubic feet of a compressed gas, or 500 pounds of a solid. Mandatory reporting in HMBPs would reduce potential hazards to workers and the general public near industrial development from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Overall, applicable federal, State, and local regulations would minimize the potential for future development facilitated by the proposed project to create a significant hazard to the public or

environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, this impact would be less than significant.

## **Schools**

Future development facilitated by the proposed project could include facilities which transport, use, handle, or dispose of hazardous materials. There are 17 elementary schools, four middle schools, and three high schools within Thousand Oaks (CVUSD 2023). As described under the *Hazardous Materials Transport, Use, and Disposal* discussion, the transport of hazardous materials would be required to comply with applicable regulations for the use, transport, and disposal of hazardous materials. Future development facilitated by the proposed project that would be reasonably anticipated to emit hazardous air emissions or would handle a hazardous substance within 0.25 mile of an existing school would be required to notify the affected school district, pursuant to PRC Section 21151.4. Compliance with existing regulations would reduce the potential for a school and its occupants to be exposed to hazardous materials.

Regarding future schools that may be developed to accommodate forecasted population increases in Thousand Oaks, provisions of the California Education Code Section 17213 would apply. Section 17213 requires the City to ensure the chosen site for a proposed school is not built on current or hazardous waste disposal sites, is not on a hazardous substance release site identified by the California Department of Toxic Substances Control (DTSC), and does not contain pipelines that carry hazardous substances. Assessment of any contamination is conducted in coordination with the DTSC's Brownfields Restoration and School Evaluation Branch, which is responsible for assessing, investigating, and cleaning up proposed school sites (DTSC 2023a). The DTSC ensures that selected sites are free of hazardous materials, or if the sites were previously contaminated, have been remediated to a level that protects future students and staff. Therefore, the proposed project would not result in the handling of hazardous or acutely hazardous materials substances or waste within 0.25 mile of an existing or proposed school. This impact would be less than significant.

## **Hazardous Materials Sites**

Future development facilitated by the proposed project could occur on sites with underground storage tanks (UST) or other hazardous materials sites. Tank removal activities would pose both health and safety risks to workers, tank handling personnel, and the public from tank contents or vapors. Potential risks, if any, posed by USTs would be minimized by managing the tank according to existing standards contained in California Health and Safety Code Division 20, Chapters 6.7 and 6.75 (UST Program), as enforced and monitored by the Environmental Programs Division. The extent to which groundwater may be affected by an UST or other potential contamination source depends on the type of contaminant, the amount released, the duration of the release, distance from source, and depth to groundwater. If contamination exceeds regulatory action levels, future developers would be required to undertake remediation procedures prior to grading and development under the supervision of the Los Angeles RWQCB, depending on the nature of any identified contamination. In addition, the proposed project would implement the following policies and associated implementation actions in the Safety Element which are designed to minimize the potential to expose people to hazardous materials sites:

- **Policy 8.1: Risks from Hazardous Materials.** Regulate the locations of businesses that utilize large quantities of hazardous materials, to prevent exposure of people or the environment from excessive hazardous material risks.



- **Policy 8.2: Cleanup of Sites.** Coordinate with the Ventura County Environmental Health Department and the Regional Water Quality Control Board to cleanup sites that have been contaminated by hazardous materials releases, especially those that have contaminated groundwater.
- **Implementation Action S-A.9: Industrial Performance Standards.** Adopt industrial performance standards addressing hazardous waste materials storage.

Future development facilitated by the proposed project would be required to identify and clean-up hazardous materials sites in accordance with proposed policies and remove such hazardous materials in accordance with applicable State and local regulations. As a result, the proposed project would not create a significant hazard to the public or the environment due to being located on a hazardous materials site. This impact would be less than significant.

### **Airport Land Use Hazards**

Camarillo Airport is the closest airport to the City, located approximately 6.5-miles west. Therefore, no development facilitated by the proposed project would be located within 2 miles of the Camarillo Airport, and the proposed project would not result in a safety hazard or excessive noise for people residing or working in the Planning Area. No impact would occur.

### **Impairment of Emergency Response Plans**

Construction activities associated future development facilitated by the proposed project could potentially interfere with adopted emergency response or evacuation plans as a result of temporary construction activities within rights-of-way, temporary construction barricades, or other obstructions that could potentially impede emergency access. Temporary construction barricades or other obstructions that could be potential obstructions to emergency access on State Highway System/routes would be subject to the standards set forth in the *California Manual of Uniform Traffic Control Devices* (Caltrans 2023). The manual requires the creation and approval of temporary traffic control plans to be used for facilitating road users through a work zone (Caltrans 2023). Adherence to the requirements of the manual for all construction activity would minimize potential impacts associated with the impairment or physical interference of an adopted emergency response plan or evacuation procedures for state highways. Construction which would occur within a public easement or right-of-way would be required to obtain an encroachment permit. In order to obtain an encroachment permit, traffic control plans would need to be submitted to the City's Public Works Department for review and approval (City of Thousand Oaks 2023b). These regulations would ensure construction activities associated with future development facilitated by the proposed project would not impair emergency evacuation or emergency response plans.

Future development facilitated by the proposed project would result in additional traffic. However, multiple guidance documents, including the City's Emergency Operations Plan and the County's Multi-Jurisdictional Hazard Mitigation Plan provide guidance during unique situations requiring an unusual or extraordinary response, including traffic control and management. Implementation of these plans involve coordination with all facilities and personnel of City and County government, along with the jurisdictional resources in the County, into an efficient organization capable of responding to an emergency (City of Thousand Oaks 2020, County of Ventura 2022). Additionally, the City is better informed to handle evacuation due to information gleaned through compliance with SB 99 and AB 747. Pursuant to SB 99, the City identified 33 neighborhoods that have a single exit/entry to evacuation routes, which would likely utilize north/southbound US 101 and/or SR 23 to

evacuate; some neighborhoods could also use alternative evacuation routes, such as Potrero Road and Kanan Road, depending on the severity of traffic congestion on traditional evacuation routes and/or the location of the evacuation area. Pursuant to AB 747, the City identified evacuation outcomes given infringement of a wildfire on residents; evacuation strategies to improve future evacuation events include traffic management, agency communication, and attending to vulnerable populations. Furthermore, development facilitated by the proposed project must comply with road standards and would be reviewed by the VCFD to ensure development would not interfere with evacuation routes or impede the effectiveness of evacuation plans. Implementation of the proposed project would not introduce new features or policies that would preclude implementation of or alter these plans or procedures. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

#### 4.14.5 Hydrology and Water Quality

Based on Appendix G of the *CEQA Guidelines*, the project would have a significant impact on hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
  - i. Result in a substantial erosion or siltation on- or off-site;
  - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
  - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
  - iv. impede or redirect flood flows.
- In a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

#### **Water Quality Standards or Waste Discharge Requirements**

Future development facilitated by the proposed project could result in construction activities which may contribute to soil erosion and degraded water quality. Pursuant to the Federal CAA, construction activities that disturb 1 or more acres of land are subject to the NPDES Construction General Permit, which requires the development of a SWPPP developed by a certified Qualified SWPPP Developer. The SWPPP includes project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants from construction into stormwater. Typical BMPs include, but are not limited to, installation of silt fences, erosion control blankets, and

anti-tracking pads at site exits to prevent off-site transport of soil materials. Chapter 3, Article 14 of the City's Municipal Code requires any construction activities in Thousand Oaks to comply with requirements for grading and erosion control as set forth in the City's Development Standards. Development facilitated by the proposed project would also comply with the guidelines in the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures*, which was approved by the Los Angeles RWQCB to be implemented in order to minimize potential impacts concerning runoff and water quality degradation (County of Ventura 2018). In addition, future development facilitated by the proposed project would be subject to the following Community Facilities and Services Element policies:

- **Policy 7.1: Stormwater Retention.** Meet or exceed Low Impact Development (LID) requirements for on-site retention of stormwater through best management practices (i.e., rain gardens, rain barrels, and retention basins).
- **Policy 7.2: Sustainable Stormwater Management.** Design new streets and retrofit existing streets to incorporate vegetation, soil, and engineered systems to reduce, slow, cleanse, and infiltrate stormwater runoff.
- **Policy 7.4: Stormwater Retention and Debris Basins.** Design and construct new stormwater retention and debris basins to minimize any potentially adverse impacts to landform features, aquatic resources, and associated native plant and animal communities.
- **Policy 8.5: Pollutant Discharge.** Design necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.

Compliance with the NPDES Construction General Permit, SWPPP, City regulations, and TO2045's proposed policies would ensure BMPs are implemented during new construction to minimize potential impacts to water quality.

Operation of future development facilitated by the proposed project would be required to comply with the provisions of California's Phase II Small Municipal Separate Storm Sewer System (MS4) Storm Water Permit. In addition, Chapter 8 of the City's Municipal Code requires development that may result in the discharge of large amounts of pollutants into a storm drain system, subject to the discretion of the Director of Public Works, to prepare and implement a stormwater quality master plan to reduce post-construction stormwater flows. If future development facilitated by the proposed project were to be categorized under Standard Industrial Classification codes, it would be subject to the Industrial General Permit, which requires development of a site-specific operational SWPPP. Implementation of the operational SWPPP would reduce the risk of water degradation on-site and off-site from soil erosion and other pollutants related to project operation, because an operational SWPPP requires the design, installation, and maintenance of post-construction stormwater controls. The operational SWPPP identifies the site-specific sources of pollutants and describes the BMPs implemented at the facility to prevent dry weather runoff and to reduce pollutants in storm water discharges. Development that would not be categorized under Standard Industrial Classification codes would be subject to comply with provisions of California's Phase II Small Municipal Separate Storm Sewer System (MS4) Storm Water Permit and Chapter 8 of the City's Municipal Code. Implementation of permit requirements and policies proposed by the project would minimize impacts related to water quality and ensure development facilitated by the proposed project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, this impact would be less than significant.

## Groundwater Supplies and Recharge

Thousand Oaks overlies the Conejo Basin and Thousand Oaks Area Basin, both of which are classified as a Very Low Priority basin by the DWR (DWR 2023a). Development facilitated by the proposed project would be served with potable water service from either the City, Cal Am, Cal Water, or Camrosa. The City, Cal Am, and Cal Water do not utilize groundwater as part of their water supply (Cal Am 2021, Cal Water 2021, City of Thousand Oaks 2021). Groundwater used by Camrosa is managed in accordance with its UWMP, which, as described in Section 4.12, *Utilities and Service Systems*, anticipates adequate water supplies will be available through the year 2040 to serve its customers. Accordingly, development facilitated by the proposed project would not substantially decrease groundwater supplies.

Development facilitated by the proposed project could introduce new impervious surfaces through the construction of paved areas; however, new development and redevelopment projects in the County of Ventura and the incorporated cities therein (including the City of Thousand Oaks) are required by the California Regional Water Quality Control Board (Los Angeles Region) Order R4-2010-0108 to comply with the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures*. Pursuant to the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures*, Section 1.4, development and redevelopment projects subject to LID site design measures and treatment of stormwater runoff include, but are not limited to, projects that create, add, or replace 10,000 square feet (or more) of impervious area and projects where redevelopment results in an alteration to more than fifty percent of impervious surfaces of a previously existing development. These measures include, but are not limited to, limiting impervious surfaces, routing runoff to bioretention facilities for groundwater storage, or requiring the use of pervious pavements to assist with groundwater recharge (County of Ventura 2018). Development facilitated by the proposed project would implement design standards pursuant to Ventura County standards and, as a result, minimize the potential for substantial prevention of groundwater recharge. Furthermore, the proposed project would implement the following policy to encourage groundwater recharge:

- **Policy CFS-4.6: Pervious Paving.** Minimize the use of impervious materials wherever possible and utilize pervious wherever possible to promote and facilitate groundwater recharge.

Order R4-2010-0108 requires projects to reduce impervious areas to less than or equal to five percent of the total project area (Thousand Oaks 2018). LID site design recommendations including, but not limited to, permeable pavement, clustered development, landscaping, and minimizing disturbance of natural lands, are detailed in the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures*. Development associated with the proposed project would be required to comply with the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures*, and TO2045's proposed Policy CFS-4.6 would require utilization of pervious paving. Therefore, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin. This impact would be less than significant.

## Alteration of Existing Drainage Patterns

Future development facilitated by the proposed project could alter the existing drainage patterns on individual project sites which could potentially result in erosion or siltation on- or off-site, flooding on- or off-site, exceed the capacity of existing or planned stormwater drainage systems or provide

additional sources of polluted runoff, or impede or redirect flood flows. As described in the *Water Quality Standards or Waste Discharge Requirements* discussion above, projects subject to the NPDES Construction General Permit would include a SWPPP which includes project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants from construction into stormwater. As stated below in the *Flood, Tsunami, or Seiche Zones* discussion, Title 4, Chapter 7 of the City's Municipal Code requires flood control measures to be implemented during construction for projects in flood hazard areas, including development to be elevated above the base flood elevation.

Runoff during operation of the development facilitated by the proposed project would be regulated under the Phase II MS4 Storm Water Permit. In addition, proposed Policy CFS-7.1 requires development to meet or exceed LID requirements for on-site retention of stormwater through BMPs, including, but not limited to, rain gardens, rain barrels, and retention basins. Compliance with existing regulations and TO2045's proposed policies would ensure development facilitated by the proposed project would not substantially alter the existing drainage pattern of a site or area such that substantial erosion or siltation on- or off-site, flooding on- or off-site, exceedance of the capacity of existing or planned stormwater drainage systems or provision of additional sources of polluted runoff, or impediment or redirection of flood flows would occur. Therefore, impacts would be less than significant.

### **Flood, Tsunami, or Seiche Zones**

The nearest bodies of water to the Planning Area are Westlake Lake, located at the southeastern city limits, Bard Lake, located adjacent to the northeastern city limits, and Lake Sherwood, located south of the city limits. Thousand Oaks contains flood hazard zones designated by FEMA throughout the city (FEMA 2023). In addition, in the event the Lake Sherwood Dam or Banning Dam fail, portions of Thousand Oaks would be subject to inundation (DWR 2023b). Thousand Oaks is not in a tsunami hazard area (DOC 2023c).

Future development facilitated by the proposed project in flood hazard zones or areas near Westlake Lake, Bard Lake, or Lake Sherwood could risk pollutant release due to inundation. However, Title 4, Chapter 7 of the City's Municipal Code sets requirements for flood damage prevention which are applicable to all development in a flood hazard area. Municipal Code 4-7.05 sets standards for construction, including the use of anchoring, use of flood resistant materials, utility installation, and elevation above base-flood levels. All development in a flood hazard zone is required to receive a permit by the City Engineer or Floodplain Administrator after a determination has been made that the City's floodplain requirements have been satisfied. Furthermore, TO2045's Safety Element would implement the following policies to minimize potential adverse impacts due to inundation:

- **Policy 4.1: New Development in Flood Zones.** Protect new development in flood zones and dam inundation areas from flood potential and ensure that development siting and design features will not increase flood or inundation potential offsite. Regulate filling, grading, dredging, and other development that may increase flood damage.
- **Policy 4.2: New essential facilities in flood zone.** Prohibit the siting and construction of new essential public facilities within flood hazard zones, when feasible. If an essential facility must be located within a flood hazard zone, incorporate flood mitigation to the greatest extent practicable.
- **Policy 4.4: Master Plan of Drainage Compliance.** Comply with provisions of the Master Plan of Drainage for new development.

- **Policy 4.5: Drainage Deficiencies.** Implement drainage improvements to address deficiencies identified in the Master Plan of Drainage, and periodically update the City's Master Plan of Drainage to incorporate new data and conditions.
- **Policy 4.6: Notice of Flood Hazards.** Require the developers and/or subdividers of a parcel or parcels in an area of known flood hazards to record a Notice of Geologic Hazards with the County Recorder describing the hazards on the parcel or parcels and the extent of prior hydrologic or geologic investigation conducted.
- **Policy 4.7: Floodplain Improvements.** Partner with the Ventura County Watershed Protection District to complete drainage improvements to enable parcels to be removed from the 100-floodplain.
- **Policy 4.8: Flood Control.** Protect and maintain natural hydrological and ecological functions by implementing flood control improvements that use natural materials when possible. If the use of natural materials is not feasible, select the most environmentally preferred option and limit concrete channelization to the extent possible.

Future development facilitated by the proposed project within flood hazard zones would adhere to the requirements of the Thousand Oaks Municipal Code and the policies proposed by the project (as listed above). With adherence to applicable regulations and TO2045 policies, the proposed project would not risk release of pollutants due to inundation. Therefore, this impact would be less than significant.

### **Conflicts with a Water Quality Control Plan or Sustainable Groundwater Management Plan**

Thousand Oaks overlies the Conejo Basin and Thousand Oaks Area Basin, both of which are classified as a Very Low Priority basin by the DWR (DWR 2023a). The Sustainable Groundwater Management Act requires local agencies to form groundwater sustainability agencies to manage groundwater resources in High and Medium Priority basins. Accordingly, the Conejo Basin and Thousand Oaks Area Basin are not subject to a sustainable groundwater management plan. Therefore, the proposed project would not conflict with or obstruct implementation of a sustainable groundwater management plan.

The city is in the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB has the Water Quality Control Plan for the Coastal Watersheds of Los Angeles and Ventura counties (Basin Plan), which functions as a master water quality control planning document. The Basin Plan includes programs of implementation to achieve water quality objectives (Los Angeles RWQCB 2019). As previously discussed, future development facilitated by the proposed project would implement State and local regulatory requirements, including the provisions of the Construction General Permit, the Industrial General Permit, and the City's Municipal Code. Furthermore, the proposed project includes Policy CFS-7.1, CFS-7.3, CFS-7.7, and CFS-8.4, which require LID, stormwater retention, and treatment of runoff that would minimize potential impacts to water quality in accordance with the programs in the Basin Plan. Therefore, the proposed project would not conflict with or obstruct the implementation of a water quality control plan. This impact would be less than significant.

#### 4.14.6 Mineral Resources

Based on Appendix G of the *CEQA Guidelines*, the project would have a significant impact on mineral resources if it would:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state;
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

There are no areas in the Planning Area that contain known mineral resources (Miller 1993). Implementation of the proposed project would not result in land use changes that preclude mineral extraction in industrial districts or would result in development in areas with mineral resources. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or the loss of availability of a locally important mineral resource recovery site. No impact would occur.

## 5 Other CEQA Required Discussions

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This section discusses other issues as required by CEQA, in addition to the specific issue areas discussed in Section 4, *Environmental Impact Analysis*. These additional issues include the proposed project's potential to induce growth, create significant and irreversible impacts on the environment, and significant environmental effects that cannot be avoided if the proposed project is implemented.

### 5.1 Growth Inducement

*CEQA Guidelines* Section 15126(d) requires a discussion of a project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. A project's growth inducing potential is therefore considered significant if project-induced growth could result in significant physical effects in one or more environmental issue areas.

#### 5.1.1 Population and Economic Growth

As discussed in Section 2, *Project Description*, the proposed project is anticipated to facilitate approximately 7,871 new residential units and approximately 11,845 new jobs, which would move Thousand Oaks closer to a one-to-one jobs/housing ratio. As described in Section 4.9, *Population and Housing*, based on Thousand Oaks' average household size of 2.62 persons, the proposed project could lead to an increase of approximately 20,700 residents in the city, increasing Thousand Oaks' total population to 145,139, which is above SCAG's 2045 population forecast of 144,700 residents (SCAG 2020). Therefore, the proposed project could accommodate substantial population growth in the area. However, implementation of policies and associated implementation actions included in the proposed project would assist to manage growth such that development and redevelopment would occur in an orderly manner. These policies include the following:

#### **Mobility Element**

- **Policy 4.7: Parking Management.** Implement a comprehensive parking management strategy that supports economic growth and vitality, and environmental sustainability, and ensures that the available parking supply is utilized at levels that meet ongoing needs.

#### **Land Use Element**

- **Policy 1.3: Balance Character and Infill.** Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the City.
- **Policy 1.5: Mixed-Use Development.** Allow mixed-use developments, consistent with the General Plan land use map, to support a healthy jobs/housing balance, promote walkability, and increase economic vibrancy.
- **Policy 2.1: Maintenance and Improvement of Residential Properties.** Require the ongoing maintenance and improvement of existing residential properties.



- **Policy 2.4: Building Additions.** Building additions and expansions should use matching materials to ensure compatibility with the existing character of the neighborhood.
- **Policy 3.1: Diversity of Housing.** Promote a diversity of housing types in locations throughout the City, specifically in neighborhood areas that contain goods and services, parks and open space, and public schools in a walkable setting.
- **Policy 3.2: Housing for Different Life Stages and Incomes.** Encourage new housing types for all residents including young professionals, older adults, and middle- and low-income families.
- **Policy 3.3: Intergenerational Supportive Housing.** Support extended family living within single-family neighborhoods through modifications to existing homes.
- **Policy 3.4: Aging in Place.** Promote development of housing types that support opportunities to age in place.
- **Policy 3.5: Housing for Special Needs.** Support housing for older adults, special needs groups (including those with developmental disabilities), and non-traditional family groups by allowing a diverse range of housing configurations and universally accessible design features.
- **Policy 5.4: Residential Infill Within Commercial Shopping Centers.** Encourage infill residential development on underutilized parking lots in mixed-use areas while also maintaining the site's retail and commercial activity.
- **Policy 5.5: Land Use Integration.** Provide infrastructure connectivity between mixed-use developments and surrounding land uses, including streets, pedestrian trails, bikeways, park lands, commercial retail, and employment uses.
- **Policy 6.9: Employee Services.** Enhance the working environment by allowing and promoting small retail, restaurants, day care, and service uses that directly serve employees.
- **Policy 6.11: Jobs/Housing Relationship.** Work with large employers to explore programs and policies that promote additional housing in Thousand Oaks to support a growing number of employees. These could include incentives to build housing for company employees, a jobs-housing linkage fee, and other impact fees.
- **Policy 12.12: Parks and Open Space Areas.** Encourage the creation, maintenance, and enhancement of park and open space facilities that provide physical, mental, and social benefits for all ages.
- **Implementation Action LU-A.1: Comprehensive Zoning Code Update.** Following the adoption of the General Plan, prepare a comprehensive update to the Citywide zoning code.
- **Implementation Action LU-A.6: Update Specific Plans.** Update Specific Plans where policy changes are required pursuant to the 2045 General Plan policies, starting with the Thousand Oaks Boulevard Specific Plan.
- **Implementation Action LU-A.7: Specific Plan or Master Plan Preparation.** Coordinate with property owners of key opportunity sites to prepare Specific Plan or Master Plan efforts for the following areas:
  - The Oaks
  - Moorpark Road/Janss Marketplace
  - Highway 101 Corridor/Borchard Property

Growth under the proposed project could result in a more balanced jobs-housing ratio in 2045 by increasing housing available in Thousand Oaks and near jobs, specifically through mixed-use and affordable housing. Secondly, growth carried out under the proposed project could be substantial but would not be “unplanned.” As discussed in Section 2, *Project Description*, the proposed project’s vision for the City was developed with extensive community input and in recognition of the State’s planning priorities. TO2045 focuses on building a thriving and tight-knit community with a high quality of life, including supporting its biotech and emerging technology businesses. The proposed project identifies major strategies and physical improvements for the city through 2045. Because the proposed project is designed for orderly growth, as mandated by the State, the proposed project would not result in substantial impacts related to population and economic growth.

### 5.1.2 Removal of Obstacles to Growth

Development facilitated by the proposed project would require new utility connections, including connections to water, hydrants, sewers, electricity, telecommunications, or other utilities like stormwater facilities. The proposed project promotes mixed-use and infill development where existing infrastructure, including roads, water mains, and sewer mains, are present. Utility connections would generally occur within individual footprints or rights-of-way that were previously disturbed, minimizing the impact of development on existing infrastructure and services.

Development could use existing facilities, and major infrastructure extensions would not occur in or be designed to serve areas beyond the sites analyzed in this EIR. In addition, as described in Chapter 2, *Project Description*, the proposed project provides the policy framework to guide future development toward land uses that support walking and biking, with an emphasis on reestablishing more complete neighborhood areas rather than promoting growth in new areas. The goals and policies of the proposed project would facilitate development in the Planning Area, thereby providing a roadmap for sustainable growth in Thousand Oaks.

For the reasons identified above, the proposed project would not result in significant growth inducement due to the removal of an obstacle to growth.

## 5.2 Irreversible Environmental Effects

*CEQA Guidelines* Section 15126(c) requires a discussion of significant irreversible environmental changes that could result from the project, should the project be implemented. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, environmental accidents, and irreversible impacts associated with the proposed project.

The proposed project could irreversibly increase local demand for non-renewable energy resources such as petroleum products and potentially natural gas. However, increasingly efficient building design could offset this demand to some degree by reducing energy demands of future development. As described in Section 4.14, *Effects Not Found to Be Significant*, development facilitated by the proposed project would be subject to the energy conservation requirements of the California Energy Code (CCR Title 24, Part 6) and CALGreen (CCR Title 24, Part 11). The California Energy Code provides energy conservation standards for all new and renovated buildings, and CALGreen requires solar access, natural ventilation, and stormwater capture. Furthermore, the proposed project would implement several policies which would require efficient energy use and promote renewable energy programs. Consequently, development facilitated by the proposed project would not use unusual amounts of energy or construction materials and impacts related to consumption of non-renewable and renewable resources would be less than significant.

Consumption of these resources would occur with any development in the region and is not unique to the proposed project.

Growth facilitated by the proposed project could require an irreversible commitment of fire protection, law enforcement, water supply, wastewater treatment, and solid waste disposal services. As discussed in Section 4.10, *Public Services and Recreation*, and Section 4.13, *Utilities and Service Systems*, however, potential impacts to public services and utilities and service systems would be less than significant following implementation of policies proposed by the project, as well as future project-specific environmental review that would be required for any future public service or utility facility constructed in accordance with the proposed project.

The anticipated increase in buildout associated with the proposed project could contribute to air quality and GHG emissions and noise. As described in Section 4.2, *Air Quality*, the proposed project has the potential to result in the irreversible emission of cumulatively considerable criteria pollutant emissions. As described in Section 4.5, *Greenhouse Gas Emissions*, the proposed project would represent a cumulatively considerable impact related to GHG emissions. As described in Section 4.7, *Noise*, the proposed project would result in significant and unavoidable increases in operational traffic noise. Although Mitigation Measure NOI-2 would reduce noise through implementation of roadway vehicle noise reduction measures, implementation of the proposed project would result in an irreversible increase in noise due to vehicle traffic at certain roadways in the Planning Area.

Demolition and ground-disturbing activities facilitated by the proposed project could cause a substantial adverse change in the significance of a historical resource. Even with implementation of applicable proposed project policies and Mitigation Measure CUL-1, damage to or destruction of a known or previously unknown historical resource could occur because of the proposed project. Therefore, the proposed project would irreversibly impact historical resource in the Planning Area.

## 5.2.1 Significant Unavoidable Impacts

Section 15126.2(b) of the *CEQA Guidelines* requires that an EIR describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels, as a result of implementation of the project. The following environmental issues were determined to result in potential significant and unavoidable impacts:

- Impact AQ-2: Development facilitated by the proposed project could generate construction emissions above applicable thresholds of significance.
- Impact CUL-1: Development facilitated by the proposed project could cause adverse changes to the significance of historical resources.
- Impact GHG-1: Development facilitated by the proposed project would likely not meet State goals for GHG emissions during operation.
- Impact NOI-1: Construction and operational mobile noise generated by development facilitated by the proposed project could exceed applicable City noise standards.
- Impact TRA-2: VMT per service population with the proposed project would likely not achieve a reduction of at least 15 percent below the existing citywide VMT per service population.

## 6 Alternatives

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Section 15126.6 of the *CEQA Guidelines* provides guidance for the identification and evaluation of project alternatives in an EIR. The *CEQA Guidelines* state that an “EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” This EIR examines a range of reasonable alternatives to the proposed project that would attain most of the basic project objectives but would avoid or substantially lessen significant adverse impacts.

### 6.1 Alternatives Development and Screening Process

As stated in Section 2, *Project Description*, the proposed project presents a vision for the future of Thousand Oaks and sets guiding principles for how the City will achieve that vision. The City identifies the following strategic objectives to guide future development:

1. Maintain the “ring of green” open space at the outer edges of the city to provide a physical separation from adjacent communities, beautiful vistas, and a connection with nature
2. Preserve and expand the existing urban forest, especially oak trees, through tree preservation and the significant addition of new trees
3. Enhance visual gateways to the city with iconic architecture, open spaces, and monument signs
4. Expand the existing network of parks and trails so that all residents are within a short walk of a park, trail, or other open space
5. Preserve and enhance single-family and multifamily neighborhoods as low-scale, family-friendly, and safe places to live; recognize that the majority of residential neighborhoods will experience minimal change over the time horizon of the General Plan
6. Create a new Downtown Core for the city near the Civic Arts Plaza
7. Revitalize underutilized land and opportunity areas (including the malls, older shopping centers, and Thousand Oaks Boulevard) with a diverse mix of uses, including residential
8. Expand the number and types of entertainment options
9. Create Village Centers throughout the community that provide retail and services, gathering places, and multifamily housing
10. Expand the number and diversity of jobs in biotech, healthcare, and education and attract new jobs and businesses to the city to create a balanced and economically resilient economy
11. Support CLU and Los Robles Regional Medical Center as community stakeholders
12. Create a diversity of housing types and affordability levels, including mixed-use and multifamily development
13. Establish a human-scaled network of complete streets that includes enhanced bicycle, pedestrian, and transit networks
14. Expand the high-quality, diversity, and accessibility of public facilities and services, focusing on youth, seniors, and residents with special needs
15. Take steps to protect the city against future natural or human-caused disasters, including earthquakes and wildfires, and develop resilience plans to respond to such events

16. Meet or exceed State-established targets for GHG emissions, energy use, water use, and recycling
17. Maintain long-term fiscal sustainability by increasing revenues through land use and other policy changes

### 6.1.1 Alternatives Considered and Rejected

The CEQA Guidelines state that an EIR should identify alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination (CEQA Guidelines Section 15126.2(c)). Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts (CEQA Guidelines Section 15126.6(c)).

The City considered a reduced buildout alternative, whereby residential and non-residential growth would be assumed to occur at a lower rate than analyzed throughout the EIR. This alternative would have assumed less intensive and dense growth within key areas of the city (see Section 2.5.1.1) and a reduced amount of area with mixed-use designations. Buildout would be limited by lower densities allowed in urban areas than would be allowed under TO2045 and maintaining existing conditions more closely than the project.

While less density than under TO2045 may theoretically lead to less population growth and incrementally fewer environmental impacts within Thousand Oaks, impacts of reduced buildout intensity and density would likely have commensurate impacts either in the city or cumulatively in surrounding communities. It is important to note that growth would occur in Thousand Oaks with or without the proposed project. The growth estimates used to analyze impacts in the EIR are conservative estimates following regional trends, and growth would occur at a rate that is driven by both policy decisions set forth in TO2045 and market-driven forces. Without policy decisions that encourage greater development density in previously disturbed infill areas, growth may occur outside of infill areas in a manner that results in suburban sprawl and car dependency. Such development scenarios would, as compared to TO2045 as analyzed in the EIR, increase impacts related to air quality, energy, greenhouse gas emissions, and noise through increased car dependency and increase impacts to biological resources, cultural and tribal cultural resources, geology and soils, paleontological resources, utilities, and wildfire through increased ground disturbance necessary to accommodate new single-family lots. Further, if Thousand Oaks encourages less intense development in infill areas, development may be displaced to surrounding communities, which may encroach upon undisturbed areas and result in impacts outside of Thousand Oaks in neighboring jurisdictions.

A reduced buildout scenario would also limit the City's ability to meet their Regional Housing Needs Allocation (RHNA) and thus potentially be non-compliant with State housing. Considering that TO2045 would guide development through 2045, land use decisions made now would impact the City's ability not only to meet the State's current 6<sup>th</sup> cycle RHNA, but also future RHNA cycles through 2045.

Overall, a reduced buildout alternative would not achieve environmental benefits on the same scale as the proposed project nor maintain consistency with the project's guiding principles. Environmental impacts would be similar to those discussed below under Alternative 1, the No Project Alternative. Therefore, the City rejected a reduced buildout alternative from consideration under this EIR.

## 6.1.2 Alternatives Evaluated in this Program EIR

This analysis presents three alternatives, including the CEQA-required No Project Alternative and two alternatives that involve changes to the proposed project that may reduce the project-related environmental impacts identified in this EIR. Alternatives have been selected for analysis based on the ability to reduce or avoid potentially significant impacts, while still meeting most of the project objectives. The following alternatives are evaluated in this EIR:

- Alternative 1: No Project
- Alternative 2: Transportation Enhancement
- Alternative 3: Enhanced Construction Regulation

Other than the No Project Alternative, the alternatives would result in the same land use and buildout as analyzed under the proposed project; however, General Plan policies would differ in order to reduce subsequent environmental impact of buildout. Detailed descriptions of the alternatives are included in the impact analysis for each alternative. The potential environmental impacts of each alternative are analyzed in Sections 6.2 through 6.4. As required by CEQA, this section also includes a discussion of the “environmentally superior alternative” among those studied, included as Section 6.5.

## 6.2 Alternative 1: No Project Alternative

### 6.2.1 Description

The No Project Alternative involves continued implementation of the City’s current General Plan, originally adopted in 1970. The No Project Alternative assumes the proposed project would not be adopted and therefore future development would be carried out in accordance with the City’s existing General Plan policies and land use designations through the horizon year of 2045. Thus, while growth in the region and in the Planning Area would still occur, any new development in Thousand Oaks would occur consistent with the existing land use designations and the allowed uses in each designation. Similarly, any new infrastructure would occur as envisioned in the existing General Plan. SCAG has projected Thousand Oaks would have a population of approximately 144,700, a housing stock of approximately 51,300, and approximately 80,000 jobs in 2045. The No Project Alternative’s build out would occur in accordance with SCAG’s population, housing, and jobs projections. In comparison to the proposed project’s anticipated 2045 population of 145,139, housing stock of 56,078 residential units, and 81,945 jobs, the No Project Alternative would result in 439 fewer additional residents, 4,778 fewer housing units, and 1,945 fewer jobs in Thousand Oaks in 2045, consistent with SCAG projections. As a result, the anticipated growth in Thousand Oaks under the No Project Alternative would be less than the proposed project. This alternative does not incorporate a Mixed-Use Land Use designation that would allow residential development in the Village Centers and the mixed-use development in sub-areas described in Section 2.4.1.1 of Section 2, *Project Description*, or focus on affordable housing, or result in other updates to comply with current State law, or updates to address preservation of natural resources. Under the no project alternative, the existing General Plan land use map would not provide adequate residentially designated land area and capacity necessary for multifamily development to meet the housing needs identified under the current Regional Housing Needs Allocation (RHNA) Cycle. Currently there is no land use designation that allows for residential development at a density that would accommodate the affordable housing needs of the community. This could result in the state

mandated Housing Element failing to identify an adequate number of RHNA housing sites and would potentially impact the city's ability to achieve Housing Element certification by the State. Considering that TO2045 would guide development through 2045, land use decisions made now would impact the City's ability not only to meet the State's current 6<sup>th</sup> cycle RHNA, but also future RHNA cycles through 2045.

The proposed 2045 General Plan includes specific new land use policies that will lead to 7,871 potential new units which allows the ability to plan for RHNA housing cycles out to 2045. The following TO2045 land use chapter policies promote and create new infill housing opportunities:

- 1.4 Infill Locations
- 4.5 Affordable Housing Stock
- 4.6 Affordable Housing locations
- 5.1 Mixed Use Development
- 5.4 Residential Infill within commercial shopping centers
- 14.5 Multi-family housing (Thousand Oaks Boulevard)
- 15.2 New neighborhood
- 15.3 Broad range of uses
- 15.5 New walkable residential
- 18.4 Borchard property
- 20.2 Multi-family housing (Village Centers)

## 6.2.2 Impact Analysis

### **a. Aesthetics**

The No Project Alternative would likely result in reduced buildout potential compared to the proposed project and therefore introduce less development with the potential to cause a substantial impact related to aesthetics. Although the No Project Alternative does not include policies that could facilitate the enhancement of visual gateways, expansion of the network of parks and trails, creation of a new Downtown Core near the Civic Arts Plaza, revitalizing The Oaks Mall and Janss Marketplace, creation of Village Centers, activation of Thousand Oaks Boulevard, or creation of new mixed-use areas in a manner that strengthens the city's visual identity, development facilitated by the No Project Alternative would comply with existing General Plan policies and Municipal Code requirements that would ensure that the visual character of Thousand Oaks is not substantially degraded. Therefore, the No Project Alternative likely would have fewer impacts than the proposed project, and the No Project Alternative's impact on aesthetics would remain less than significant.

### **b. Air Quality**

The No Project Alternative likely would result in reduced buildout potential compared to the proposed project and therefore could result in fewer air pollutant emissions than the proposed project. However, the proposed project would not implement policies to maintain air quality that protects public health, safety, and welfare in Thousand Oaks. Furthermore, the No Project Alternative would not implement Implementation Action C-A.12 or Mitigation Measures AQ-1 and AQ-2. Similar to the proposed project, construction facilitated by the No Project Alternative has the potential to emit ROCs and NO<sub>x</sub> in excess of VCAPCD standards. In addition, construction and

operation of development facilitated by the No Project Alternative would have the potential to expose people to TACs. Therefore, the No Project Alternative likely would have greater impacts than the proposed project, and the No Project Alternative's impacts on air quality would be significant and unavoidable.

### **c. Biological Resources**

Although the No Project Alternative likely would result in reduced buildout potential compared to the proposed project, the No Project Alternative would not implement policies to enhance the protection of biological resources, such as development review and critical habitat protection; therefore, development facilitated by the No Project Alternative could have greater potential to adversely affect biological resources compared to the proposed project. Although nesting birds are protected under the Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the CFGC, the No Project Alternative would not implement Mitigation Measure BIO-1. Without a codified procedure for ensuring the requirements of these regulations are followed, development facilitated by the No Project Alternative has the potential to disturb nesting birds. Similarly, the No Project Alternative would not implement Mitigation Measures BIO-2 or BIO-3, and therefore development facilitated by the No Project Alternative has the potential to disturb bats and Crotch's bumblebee. As a result, the No Project Alternative likely would result in greater impacts to biological resources than the proposed project, and these impacts would be significant and unavoidable.

### **d. Cultural and Tribal Cultural Resources**

The No Project Alternative likely would result in reduced buildout potential compared to the proposed project and therefore have less potential to substantially and adversely affect historical resources; however, the No Project Alternative would not implement policies to protect historical and culturally significant resources. The No Project Alternative would not implement Mitigation Measure CUL-1 to identify historic-age features that an individual development would alter or demolish. Therefore, although the No Project Alternative likely would result in fewer potential impacts to historical resources than the proposed project, this impact would remain significant and unavoidable.

The No Project Alternative likely would result in reduced buildout potential compared to the proposed project and therefore have less potential to disturb subsurface archaeological resources. However, the No Project Alternative would not implement Mitigation Measures CUL-2 or CUL-3 and would not require archaeological resources assessments or implement unanticipated discovery procedures for development involving ground-disturbing activities. In the absence of new policies and mitigation measures to prevent the disturbance of subsurface archaeological resources, the potential for the No Project Alternative to substantially disturb archaeological resources is higher than the proposed project. This impact would be significant and unavoidable.

Similar to the proposed project, development facilitated by the No Project Alternative would be subject to the requirements of AB 52; however, the No Project Alternative would not implement Mitigation Measure CUL-4, and thus would not ensure project-specific tribal cultural resource identification and consultation, and the appropriate avoidance, minimization, or mitigation. In the absence of new policies and mitigation measures to prevent the disturbance of tribal cultural resources, the No Project Alternative likely would have greater impacts on tribal cultural resources as the proposed project. Still, these impacts would remain less than significant with mitigation.



### **e. Greenhouse Gas Emissions**

The No Project Alternative likely would result in reduced buildout potential compared to the proposed project and therefore result in fewer GHG emissions associated with buildout; however, the No Project Alternative would not implement policies that promote a sustainable community with reduced energy demand and GHG emissions. The No Project Alternative would not require the City to adopt and implement GHG emissions thresholds for projects subject to CEQA (Mitigation Measure GHG-1) or adopt and implement the Thousand Oaks CEAP (Mitigation Measure GHG-2). Therefore, the No Project Alternative has a greater potential to result in development inconsistent with State GHG reduction plans. As a result, the No Project Alternative likely would have greater impacts compared to the proposed project. These impacts would remain significant and unavoidable.

### **f. Land Use and Planning**

Development facilitated by the No Project Alternative would be guided by the existing General Plan, which is the basis for SCAG's growth projections, and none of the new or updated policies included in the proposed project would be implemented. The No Project Alternative would not change any land uses in the Planning Area. Therefore, the No Project Alternative likely would have fewer impacts compared to the proposed project and not result in any impacts related to land use and planning.

### **g. Noise**

The No Project Alternative likely would result in reduced buildout potential compared to the proposed project and therefore result in less construction noise, operational noise, and groundborne vibration. However, the No Project Alternative would not implement policies designed to promote land uses compatible with future noise levels or minimize transportation noise and other intermittent noise. The No Project Alternative would not implement Mitigation Measures NOI-1 through NOI-3. Therefore, the No Project Alternative would not require construction noise analyses, roadway vehicle noise reduction measures, or construction vibration control plans. Without implementation of these mitigation measures, potential construction and operation noise impacts would remain significant and unavoidable, and potential impacts from construction groundborne vibration would change from less than significant to significant and unavoidable. Therefore, the No Project Alternative likely would have greater impacts than the proposed project related to construction noise, operational noise, and construction groundborne vibration. These impacts would be significant and unavoidable.

### **h. Paleontological Resources**

The No Project Alternative likely would result in reduced buildout potential compared to the proposed project and therefore result in less potential to disturb paleontological resources or unique geological features. However, the No Project Alternative would not implement policies designed to preserve paleontological resources or Mitigation Measure PAL-1 and would not require a qualified paleontologist to evaluate development that would occur in an area underlain by geological units with high or unknown paleontological sensitivity to reduce potential impacts to paleontological resources. Therefore, development facilitated by the proposed project likely would have a greater potential to impact paleontological resources and unique geological features than the proposed project. Due to the presence of geological units with high or unknown paleontological

sensitivity in Thousand Oaks, the No Project Alternative's impact to paleontological resources would be significant and unavoidable.

### **i. Population and Housing**

The growth facilitated by the No Project Alternative is anticipated to be less than the proposed project, consistent with SCAG's 2045 growth projections for Thousand Oaks. Growth would be guided by the policies in the existing General Plan rather than the proposed project. Because the No Project Alternative's anticipated growth is consistent with SCAG projections, the No Project Alternative would not result in substantial unplanned population growth, and the No Project Alternative likely would have fewer impacts on population and housing than the proposed project. These impacts would be less than significant.

### **j. Public Services and Recreation**

The No Project Alternative likely would generate less demand for public services and recreational opportunities compared to the proposed project due to the No Project Alternative's reduced buildout potential; however, the No Project Alternative would not implement policies included in the proposed project that ensure adequate public services are provided in Thousand Oaks. Similar to the proposed project, buildout of the No Project Alternative likely would occur in areas served by existing public service facilities and, rather than requiring new facilities, would instead be expected to require the expansion of personnel or improvements to existing facilities. Similar to the proposed project, the No Project Alternative would not include specific development proposals for parks and recreational facilities. Due to the No Project Alternative's reduced buildout, the No Project Alternative likely would result in fewer impacts related to the construction of public service and recreational facilities, and these impacts would remain less than significant.

### **k. Transportation**

The No Project Alternative likely would have a reduced buildout potential compared to the proposed project and therefore could generate less vehicle trips; however, the No Project Alternative would not implement the policies and implementation actions included in the proposed project to reduce VMT, including the creation of City-specific VMT Analysis Guidelines. The No Project Alternative would also not implement Mitigation Measure TRA-1 and therefore would not require individual projects that could result in VMT exceeding the thresholds recommended by the OPR to implement VMT reduction strategies. Unlike the proposed project, the No Project Alternative would not place an emphasis on mixed-use and infill development in Thousand Oaks. Without policies to guide mixed-use and infill development, it is anticipated that regional VMT would increase as residents and employees commute at longer distances. Therefore, the No Project Alternative likely would have greater impacts on VMT, and these impacts would remain significant and unavoidable.

### **l. Utilities and Service Systems**

The No Project Alternative likely would generate less demand for utilities and service systems than the proposed project due to the No Project Alternative's reduced buildout potential but would not implement policies included in the proposed project to ensure citywide utility infrastructure supports development. The No Project Alternative's anticipated growth would be consistent with SCAG's growth projections that function as the basis for water providers serving Thousand Oaks to project future water demand. Accordingly, the No Project Alternative's water demand would be

accounted for in the UWMPs of water providers serving Thousand Oaks. In addition, development facilitated by the No Project Alternative would comply with existing State and local water conservation and water efficiency requirements, including drought resilience measures. As a result, the No Project Alternative would not place additional burdens on water purveyors serving the city in comparison to the proposed project. Therefore, the No Project Alternative likely would have fewer impacts on utilities and service systems. These impacts would be less than significant.

### **m. Wildfire**

The No Project Alternative likely would result in reduced buildout potential compared to the proposed project but would not implement policies to provide necessary prevention services to reduce loss and damage due to wildfire. Accordingly, development facilitated by the No Project Alternative would not meet the proposed project's additional fire-safety requirements designed to minimize wildfire risks, achieve wildfire resilience, and adequately prepare for wildfire response in Thousand Oaks. As a result, the No Project Alternative likely would have a greater impact related to wildfire than the proposed project, and these impacts would be significant and unavoidable.

## **6.3 Alternative 2: Transportation Enhancement**

### **6.3.1 Description**

TO2045 would include policies and a development framework to reduce VMT and associated impacts related to transportation (air quality, noise, and GHG) in Thousand Oaks. The Transportation Enhancement Alternative (Alternative 2) would include additional policies to aggressively reduce VMT per capita in Thousand Oaks. Implementation of additional policies would further encourage the expansion of mixed-use, infill, and affordable development and provide for the funding of multi-modal transportation projects and transit infrastructure upgrades in Thousand Oaks. In order to achieve a substantial VMT per capita reduction beyond what is anticipated from implementation of TO2045, the Transportation Enhancement Alternative would include policies that require implementation of Travel Demand Management strategies that are aimed at minimizing personal vehicle use and maximizing active transportation use (i.e., bicycling and walking) and transit use. However, the Transportation Enhancement Alternative would not add or alter land uses or result in additional growth beyond the development potential anticipated by the proposed project; therefore, overall growth under the Transportation Enhancement Alternative is anticipated to remain the same as the proposed project.

### **6.3.2 Impact Analysis**

#### **a. Aesthetics**

The Transportation Enhancement Alternative would implement the same policies as the proposed project designed to guide the visual character of Thousand Oaks. The Transportation Enhancement Alternative would not result in altered land uses or additional growth in comparison to the proposed project; therefore, the Transportation Enhancement Alternative would not introduce new development, light, or glare into Thousand Oaks beyond what would be facilitated by the proposed project. Accordingly, the Transportation Enhancement Alternative likely would result in similar impacts as the proposed project, and these impacts would remain less than significant.

## **b. Air Quality**

The Transportation Enhancement Alternative likely would result in similar growth and land uses as the proposed project but would include additional policies to achieve substantial VMT per capita reduction. Accordingly, the Transportation Enhancement Alternative would result in less air pollutant emissions from mobile sources than the proposed project. The Transportation Enhancement Alternative would implement Implementation Action C-A.12 and Mitigation Measures AQ-1 and AQ-2 to reduce potential impacts related to construction emissions and sensitive receptors. Similar to the proposed project, even with implementation of Implementation Action C-A.12, construction-related impacts would remain significant and unavoidable. Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce potential impacts to sensitive receptors to a less-than-significant level by requiring construction and operational HRAs for certain projects. Due to additional policies to reduce VMT per capita, the Transportation Enhancement Alternative likely would result in fewer impacts than the proposed project, but the impact on construction emissions would remain significant and unavoidable.

## **c. Biological Resources**

The Transportation Enhancement Alternative likely would result in similar growth and land uses as the proposed project and therefore would not facilitate additional development in Thousand Oaks that could adversely impact biological resources beyond what would occur in accordance with the proposed project. The Transportation Enhancement Alternative would implement Mitigation Measures BIO-1, BIO-2 and BIO-3, which would ensure future development facilitated would minimize potential impacts to nesting birds, bats, and Crotch's bumblebee. Therefore, the Transportation Enhancement Alternative likely would result in similar impacts as the proposed project, as these impacts would remain less than significant with mitigation incorporated.

## **d. Cultural and Tribal Cultural Resources**

The Transportation Enhancement Alternative likely would result in similar growth and land uses as the proposed project and therefore would have similar potential to substantially adversely affect historical resources. Similar to the proposed project, the Transportation Enhancement Alternative would implement Mitigation Measure CUL-1 to identify historic-aged features that an individual development would alter or demolish. Therefore, the Transportation Enhancement Alternative likely would result in a similar impact to historical resources as the proposed project, and these impacts would remain significant and unavoidable.

Similar to the proposed project, development facilitated by the Transportation Enhancement Alternative could disturb subsurface archaeological resources. Because the Transportation Enhancement Alternative likely would result in similar growth as the proposed project, the Transportation Enhancement Alternative's potential to disturb archaeological resources is similar to the proposed project. The Transportation Enhancement Alternative would implement Mitigation Measures CUL-2 and CUL-3 and therefore would require archaeological resources assessments or implement unanticipated discovery procedures for development involving ground-disturbing activities. Therefore, the Transportation Enhancement Alternative likely would result in a similar impact to archaeological resources as the proposed project, and this impact would remain less than significant with mitigation incorporated.

Similar to the proposed project, development facilitated by the Transportation Enhancement Alternative would be subject to the requirements of AB 52 and Mitigation Measure CUL-4, which

would ensure project-specific tribal cultural resource identification and consultation, and the appropriate avoidance, minimization, or mitigation would be incorporated. Therefore, the Transportation Enhancement Alternative likely would have similar impacts on tribal cultural resources as the proposed project, and these impacts would remain less than significant.

#### **e. Greenhouse Gas Emissions**

The Transportation Enhancement Alternative likely would result in reduced GHG emissions from mobile sources compared to the proposed project, because the Transportation Enhancement Alternative would implement additional Travel Demand Management strategies to minimize vehicle use which would result in decreases in GHGs from vehicle emissions compared to the proposed project. Similar to the proposed project, the Transportation Enhancement Alternative would implement Mitigation Measure GHG-1 to prepare, adopt, and implement a CEQA GHG emissions threshold of significance and Mitigation Measure GHG-2 to prepare, adopt, and implement the Thousand Oaks CEAP. However, until the CEQA GHG threshold and CEAP are adopted, implementation of the Transportation Enhancement Alternative would not be consistent with State GHG reduction plans. Although the Transportation Enhancement Alternative likely would result in less GHG emissions than the proposed project, the Transportation Enhancement Alternative's impact on GHG emissions would remain significant and unavoidable.

#### **f. Land Use and Planning**

Development facilitated by the Transportation Enhancement Alternative would be guided by the updated policies of the General Plan that would provide a framework for the orderly development of Thousand Oaks. Similar to the proposed project, the Transportation Enhancement Alternative's policies would be consistent with the goals of the SCAG 2020-2045 RTP/SCS. As a result, the Transportation Enhancement Alternative's impacts on land use and planning likely would be similar to the proposed project, and these impacts would remain less than significant.

#### **g. Noise**

The Transportation Enhancement Alternative likely would result in similar growth and land uses as the proposed project; therefore, construction and operation of development facilitated by the Transportation Enhancement Alternative is expected to result in similar stationary noise and groundborne vibration levels as the proposed project. However, because the Transportation Enhancement Alternative would reduce traffic in the Planning Area at major roadway segments, mobile operational noise would be less compared to the proposed project. The Transportation Enhancement Alternative would implement Mitigation Measure NOI-1 to require construction noise analyses and Mitigation Measure NOI-2 to require roadway vehicle noise reduction measures. Implementation of Mitigation Measure NOI-2 would further reduce the Transportation Enhancement Alternative's impact on mobile operational noise to a less-than-significant level. The Transportation Enhancement Alternative would also implement Mitigation Measure NOI-3 to require construction vibration control plans for individual projects which, similar to the proposed project, would reduce potential construction groundborne vibration impacts to a less-than-significant level. However, the Transportation Enhancement Alternative's impacts on construction noise, similar to the proposed project, would remain significant and unavoidable.

## **h. Paleontological Resources**

The Transportation Enhancement Alternative likely would result in similar growth and land uses as the proposed project; therefore, the Transportation Enhancement Alternative has a similar potential as the proposed project to disturb paleontological resources or unique geological features. The Transportation Enhancement Alternative would implement Mitigation Measure PAL-1 to require paleontological evaluation for proposed development in a location underlain by geological units with high or unknown paleontological sensitivity. Similar to the proposed project, implementation of Mitigation Measure PAL-1 would reduce the Transportation Enhancement Alternative's impact on paleontological resources to less than significant.

## **i. Population and Housing**

The Transportation Enhancement Alternative would result in similar population growth as the proposed project. The Transportation Enhancement Alternative would implement similar policies as the proposed project to effectively manage and accommodate growth in Thousand Oaks, including policies aimed toward parking management, mixed-use and infill development, land use integration, and employee services. Similar to the proposed project, the Transportation Enhancement Alternative would facilitate the orderly growth of Thousand Oaks. Therefore, the Transportation Enhancement Alternative's impacts on population and housing likely would be similar to the proposed project, and this impact would remain less than significant.

## **j. Public Services and Recreation**

The Transportation Enhancement Alternative would result in similar growth and land uses as the proposed project, and therefore generate a similar demand for public services and recreational opportunities compared to the proposed project. Similar to the proposed project, buildout of the Transportation Enhancement Alternative likely would occur in areas served by existing public service facilities and, rather than requiring new facilities, would instead be expected to require the expansion of personnel or improvements to existing facilities. Similar to the proposed project, the Transportation Enhancement Alternative would not include specific development proposals for parks and recreational facilities. In the instance new public service or recreational facilities would be required, their construction would be subject to City review, including environmental analysis pursuant to CEQA unless determined categorically exempt, in which case the facilities are pre-determined to have less than significant or no impacts. Project-specific review would identify environmental impacts and implement mitigation measures to avoid, minimize, or reduce significant environmental impacts, if necessary. Therefore, the Transportation Enhancement Alternative likely would result in similar impacts related to the construction of public service and recreational facilities, and these impacts would remain less than significant.

## **k. Transportation**

The Transportation Enhancement Alternative likely would result in similar growth and land uses as the proposed project; however, the Transportation Enhancement Alternative would implement additional policies to aggressively reduce VMT per capita in Thousand Oaks, such as Travel Demand Management strategies that are aimed at minimizing personal vehicle use and maximizing alternative transportation use. Accordingly, the Transportation Enhancement Alternative could result in less VMT generation in comparison to the proposed project. The Transportation Enhancement Alternative would implement Mitigation Measure TRA-1 to require project-level VMT reduction strategies for individual projects and Implementation Action M-A.7 to require the City to

implement VMT Analysis Guidelines amongst other more aggressive new policies. Due to the Transportation Enhancement Alternative's increased focus on minimizing environmental effects due to vehicle use, the Transportation Enhancement Alternative likely would have fewer impacts on VMT than the proposed project. These impacts would be less than significant.

## **I. Utilities and Service Systems**

The Transportation Enhancement Alternative likely would result in similar growth and land uses as the proposed project and therefore would generate similar demand for utilities and service systems as the proposed project. Accordingly, the Transportation Enhancement Alternative could generate a water demand which could potentially exceed the anticipated supplies of water purveyors serving Thousand Oaks. The Transportation Enhancement Alternative would implement Mitigation Measure UTIL-1; therefore, development facilitated by the Transportation Enhancement Alternative would be required to obtain a Will-Serve determination from the water provider that would serve an individual development. As a result, the Transportation Enhancement Alternative likely would have a similar impact on utilities and service systems. This impact would be less than significant with mitigation incorporated.

### **m. Wildfire**

The Transportation Enhancement Alternative likely would result in similar growth as the proposed project; therefore, the Transportation Enhancement Alternative's anticipated wildfire risks are similar to the proposed project. The Transportation Enhancement Alternative would implement the same policies as the proposed project to provide necessary prevention services to reduce loss and damage due to wildfire. As a result, the Transportation Enhancement Alternative likely would result in similar impacts on wildfire as the proposed project, and these impacts would be less than significant.

## **6.4 Alternative 3: Enhanced Construction Regulation**

### **6.4.1 Description**

TO2045 would include policies to reduce the overall impacts of construction through stricter regulation prior to project approval and during construction. The Enhanced Construction Regulation Alternative would include additional, more stringent policies and implementation measures to mitigate significant construction impacts found in the EIR. Policies to reduce air quality, greenhouse gas emissions and noise impacts may include provisions that encourage use of the most efficient and least polluting construction equipment, conducting health risk assessments with project specific air quality measures for individual projects, and construction noise and vibration control and reduction plans. Policies would also address construction-related impacts to biological, cultural, and paleontological resources by calling for larger areas of investigation within a given project site prior to construction and increased buffers around potential resources during construction. The Enhanced Construction Regulation Alternative would fulfill the guiding principles laid out for TO2045 and encourage growth in the areas outlined in Section 2, *Project Description*. However, the Enhanced Construction Regulation Alternative would create a regulatory environment that would substantially increase hurdles and costs preceding development, which could hinder development within the city, including residential development to fulfill the City's RHNA.

## 6.4.2 Impact Analysis

### a. Aesthetics

The Enhanced Construction Regulation Alternative would implement the same policies as the proposed project designed to guide the visual character of Thousand Oaks. The Enhanced Construction Regulation likely would not result in altered land uses or additional growth in comparison to the proposed project; therefore, the Enhanced Construction Regulation Alternative would not introduce new development, light, or glare into Thousand Oaks beyond what would be facilitated by the proposed project. Accordingly, the Enhanced Construction Regulation Alternative likely would result in similar impacts as the proposed project, and these impacts would remain less than significant.

### b. Air Quality

The Enhanced Construction Regulation Alternative likely would result in similar growth and land uses as the proposed project but would include additional policies to achieve a substantial reduction in construction-related emissions. Specifically, this alternative would encourage use of the most efficient and least polluting construction equipment and the preparation of health risk assessments with project specific air quality measures for individual projects. Accordingly, the Enhanced Construction Regulation Alternative could result in fewer air pollutant emissions from construction sources than the proposed project and a lower impact to sensitive receptors than the proposed project. Due to additional policies to reduce construction-related emissions and impacts to sensitive receptors, the Enhanced Construction Regulation Alternative likely would result in fewer impacts than the proposed project. Impacts related to construction emissions and sensitive receptors under the Enhanced Construction Regulation Alternative would be less than significant.

### c. Biological Resources

The Enhanced Construction Regulation Alternative likely would result in similar growth and land uses as the proposed project and therefore would not facilitate additional development in Thousand Oaks that could adversely impact biological resources beyond what would occur in accordance with the proposed project. The Enhanced Construction Regulation Alternative would implement Mitigation Measures BIO-1, BIO-2 and BIO-3, which would ensure future development facilitated by this Alternative would minimize potential impacts to nesting birds, bats, and Crotch's bumblebee. Additionally, the Enhanced Construction Regulation Alternative would require larger areas of biological investigation prior to construction and increased buffers around potential resources during construction. Therefore, the Enhanced Construction Regulation Alternative likely would result in slightly fewer impacts as compared to the proposed project. But, overall, impacts to biological resources would remain less than significant with mitigation incorporated.

### d. Cultural and Tribal Cultural Resources

The Enhanced Construction Regulation Alternative likely would result in similar growth and land uses as the proposed project and therefore would have similar potential to substantially adversely affect historical resources. Like to the proposed project, the Enhanced Construction Regulation Alternative would implement Mitigation Measure CUL-1 to identify historic-aged features that an individual development would alter or demolish. Therefore, the Enhanced Construction Regulation Alternative likely would result in a similar impact to historical resources as the proposed project, and these impacts would remain significant and unavoidable.



Similar to the proposed project, development facilitated by the Enhanced Construction Regulation Alternative could have the potential to disturb subsurface archaeological resources. Because the Enhanced Construction Regulation Alternative likely would result in similar growth as the proposed project, the Enhanced Construction Regulation Alternative's potential to disturb archaeological resources is similar to the proposed project. The Enhanced Construction Regulation Alternative would implement Mitigation Measures CUL-2 and CUL-3 and therefore would require archaeological resources assessments or implement unanticipated discovery procedures for development involving ground-disturbing activities. Additionally, the Enhanced Construction Regulation Alternative would require larger areas of archeological investigation prior to construction and increased buffers around potential resources during construction. Therefore, the Enhanced Construction Regulation Alternative likely would result in a slightly reduced impact to archaeological resources as the proposed project, and this impact would remain less than significant with mitigation incorporated.

Similar to the proposed project, development facilitated by the Enhanced Construction Regulation Alternative would be subject to the requirements of AB 52 and Mitigation Measure CUL-4, which would ensure project-specific tribal cultural resource identification and consultation, and the appropriate avoidance, minimization, or mitigation would be incorporated. Additionally, the Enhanced Construction Regulation Alternative would require larger areas of investigation for tribal cultural resources prior to construction and increased buffers around potential resources during construction. Therefore, the Enhanced Construction Regulation Alternative likely would have slightly reduced impacts on tribal cultural resources as the proposed project, and these impacts would remain less than significant with mitigation incorporated.

#### **e. Greenhouse Gas Emissions**

The Enhanced Construction Regulation Alternative likely would result in reduced GHG emissions from construction sources compared to the proposed project, because the Enhanced Construction Regulation encourages the use of the most efficient and least polluting construction equipment, which could result in decreases in GHGs from construction activities compared to the proposed project. Similar to the proposed project, the Enhanced Construction Regulation Alternative would implement Mitigation Measure GHG-1 to prepare, adopt, and implement a CEQA GHG emissions threshold of significance and Mitigation Measure GHG-2 to prepare, adopt, and implement the Thousand Oaks CEAP. However, until the CEQA GHG threshold and CEAP are adopted, implementation of the Enhanced Construction Regulation Alternative would not be consistent with State GHG reduction plans. Although the Enhanced Construction Regulation Alternative likely would result in less GHG emissions than the proposed project, the Enhanced Construction Regulation Alternative would remain significant and unavoidable.

#### **f. Land Use and Planning**

Development facilitated by the Enhanced Construction Regulation Alternative would be guided by the updated policies of the General Plan that would provide a framework for the orderly development of Thousand Oaks. Similar to the proposed project, the Enhanced Construction Regulation Alternative's policies would be consistent with the goals of the SCAG 2020-2045 RTP/SCS. As a result, the Enhanced Construction Regulation Alternative's impacts on land use and planning likely would be similar to the proposed project, and these impacts would remain less than significant.

### **g. Noise**

The Enhanced Construction Regulation Alternative likely would result in similar growth and land uses as the proposed project; therefore, operation of development facilitated by the Enhanced Construction Regulation Alternative is expected to result in similar stationary noise and ground borne vibration levels as the proposed project. However, because the Enhanced Construction Regulation Alternative would include construction noise and vibration control reduction plans, construction noise and vibration likely would be less than that of the proposed project. The Enhanced Construction Regulation Alternative would not need to implement Mitigation Measure NOI-1 to require construction noise analyses and Mitigation Measure NOI-2 to require roadway vehicle noise reduction measures as those would be required as part of the General Plan. Construction noise would be reduced under this alternative to a less than significant level. The Enhanced Construction Regulation Alternative would also not need to implement Mitigation Measure NOI-3 to require construction vibration control plans for individual projects as it would be required as part of the General Plan. Thus, this alternative would reduce potential construction ground borne vibration impacts to a less-than-significant level. As a result of the additional construction and vibration control reduction plans included in this alternative, impacts on construction noise would be reduced to less than significant.

### **h. Paleontological Resources**

The Enhanced Construction Regulation Alternative likely would result in similar growth and land uses as the proposed project; therefore, the Enhanced Construction Regulation has a similar potential as the proposed project to disturb paleontological resources or unique geological features. The Enhanced Construction Regulation Alternative would implement Mitigation Measure PAL-1 to require paleontological evaluation for proposed development in a location underlain by geological units with high or unknown paleontological sensitivity. Additionally, the Enhanced Construction Regulation would require larger areas of paleontological investigation prior to construction and increased buffers around potential resources during construction. Similar to the proposed project, implementation of Mitigation Measure PAL-1 and the additional measures included in this alternative would reduce the Enhanced Construction Regulation Alternative's impact on paleontological resources to less than significant.

### **i. Population and Housing**

The Enhanced Construction Regulation Alternative likely would result in similar population growth as the proposed project. The Enhanced Construction Regulation Alternative would implement similar policies as the proposed project to effectively manage and accommodate growth in Thousand Oaks, including policies aimed toward parking management, mixed-use and infill development, land use integration, and employee services. Similar to the proposed project, the Enhanced Construction Regulation Alternative would facilitate the orderly growth of Thousand Oaks. Therefore, the Enhanced Construction Regulation Alternative's impacts on population and housing would be similar to the proposed project, and this impact would remain less than significant.

### **j. Public Services and Recreation**

The Enhanced Construction Regulation Alternative likely would result in similar growth and land uses as the proposed project, and therefore generate a similar demand for public services and recreational opportunities compared to the proposed project. Similar to the proposed project,

buildout of the Enhanced Construction Regulation Alternative likely would occur in areas served by existing public service facilities and, rather than requiring new facilities, would instead be expected to require the expansion of personnel or improvements to existing facilities. Similar to the proposed project, the Enhanced Construction Regulation Alternative would not include specific development proposals for parks and recreational facilities. Therefore, the Enhanced Construction Regulation Alternative would result in similar impacts related to the construction of public service and recreational facilities, and these impacts would remain less than significant.

### **k. Transportation**

The Enhanced Construction Regulation Alternative likely would result in similar growth and land uses as the proposed project. The Enhanced Construction Regulation Alternative would implement Mitigation Measure TRA-1 to require project-level VMT reduction strategies for individual projects and Implementation Action M-A.7 to require the City to implement VMT Analysis Guidelines amongst other more aggressive new policies. Therefore, the Enhanced Construction Regulation Alternative likely would result in similar impacts related to transportation, and these impacts would remain significant and unavoidable.

### **l. Utilities and Service Systems**

The Enhanced Construction Regulation Alternative likely would result in similar growth and land uses as the proposed project and therefore would generate similar demand for utilities and service systems as the proposed project. Accordingly, the Enhanced Construction Regulation could generate a water demand which could potentially exceed the anticipated supplies of water purveyors serving Thousand Oaks. The Enhanced Construction Regulation Alternative would implement Mitigation Measure UTIL-1; therefore, development facilitated by the Enhanced Construction Regulation Alternative would be required to obtain a Will-Serve determination from the water provider that would serve an individual development. As a result, the Enhanced Construction Regulation Alternative likely would have a similar impact on utilities and service systems. This impact would be less than significant with mitigation incorporated.

### **m. Wildfire**

The Enhanced Construction Regulation Alternative likely would result in similar growth as the proposed project; therefore, the Enhanced Construction Regulation Alternative's anticipated wildfire risks are similar to the proposed project. The Enhanced Construction Regulation Alternative would implement the same policies as the proposed project to provide necessary prevention services to reduce loss and damage due to wildfire. As a result, the Enhanced Construction Regulation Alternative likely would result in similar impacts on wildfire as the proposed project, and these impacts would be less than significant.

## **6.5 Environmentally Superior Alternative**

CEQA requires the identification of an Environmentally Superior Alternative among the options studied. When the No Project Alternative is determined to be environmentally superior, CEQA also requires identification of the Environmentally Superior Alternative among the development options. Table 6-1 indicates whether each alternative's environmental impact is greater than, less than, or similar to that of the proposed project for each of the issue areas studied in addition to the overall impact finding (Less than Significant, Significant and Unavoidable, etc.). Based on the alternatives

analysis provided above, Alternative 3, Enhanced Construction Regulation would be the Environmentally Superior Alternative.

Unlike the Enhanced Transportation or No Project Alternatives, the Enhanced Construction Regulation Alternative, could reduce significant impacts to Air Quality and Noise. The Enhanced Construction Regulation Alternative would include additional policies to achieve a substantial reduction in construction-related emissions. Specifically, this alternative could encourage use of the most efficient and least polluting construction equipment and the preparation of health risk assessments with project specific air quality measures for individual projects. Accordingly, the Enhanced Construction Regulation Alternative could result in fewer air pollutant emissions from construction sources than the proposed project and a lower impact to sensitive receptors than the proposed project. Additionally, the Enhanced Construction Regulation Alternative could include construction noise and vibration control reduction plans, which would eliminate the need to implement Mitigation Measure NOI-1 to require construction noise analyses and Mitigation Measure NOI-2 to require roadway vehicle noise reduction measures as those would be required as part of the General Plan. Construction noise would be reduced under this alternative to a less than significant level. The Enhanced Construction Regulation Alternative would also not need to implement Mitigation Measure NOI-3 to require construction vibration control plans for individual projects as it would be required as part of the General Plan. Thus, this alternative would reduce potential construction ground borne vibration impacts to a less-than-significant level. All other impacts of this alternative would be less than or similar to the impacts of the proposed project.

**Table 6-1 Impact Comparison of Alternatives**

<b>Issue</b>	<b>TO2045 Impact Classification</b>	<b>Alternative 1: No Project Alternative</b>	<b>Alternative 2: Transportation Enhancement</b>	<b>Alternative 3: Enhanced Construction Regulation</b>
Aesthetics	Less than Significant	=, Less than Significant	=, Less than Significant	=, Less than Significant
Air Quality	Significant and Unavoidable	>, Significant and Unavoidable	<, Significant and Unavoidable	<, Less than Significant
Biological Resources	Less than Significant with Mitigation Incorporated	>, Significant and Unavoidable	=, Less than Significant with Mitigation Incorporated	<, Less than Significant with Mitigation Incorporated
Cultural and Tribal Cultural Resources	Significant and Unavoidable	>Significant and Unavoidable	=, Significant and Unavoidable	=, Significant and Unavoidable
Greenhouse Gas Emissions	Significant and Unavoidable	>Significant and Unavoidable	<, Significant and Unavoidable	<, Significant and Unavoidable
Land Use and Planning	Less than Significant	<, No Impact	= Less than Significant	=, Less than Significant
Noise	Significant and Unavoidable	>, Significant and Unavoidable	<, Significant and Unavoidable	<, Less than Significant
Paleontological Resources	Less than Significant with Mitigation Incorporated	>, Significant and Unavoidable	=, Less than Significant with Mitigation Incorporated	=, Less than Significant with Mitigation Incorporated
Population and Housing	Less than Significant	<, Less than Significant	= Less than Significant	=, Less than Significant
Public Services and Recreation	Less than Significant	<, Less than Significant	=, Less than Significant	=, Less than Significant
Transportation	Significant and Unavoidable	>, Significant and Unavoidable	<, Less than Significant	=, Significant and Unavoidable
Utilities and Service Systems	Less than Significant with Mitigation Incorporated	<, Less than Significant	=, Less than Significant with Mitigation Incorporated	=, Less than Significant with Mitigation Incorporated
Wildfire	Less than Significant	>, Significant and Unavoidable	=, Less than Significant	=, Less than Significant

> Greater impacts compared to the proposed project  
 < Fewer impacts compared to the proposed project  
 = Similar impacts compared to the proposed project

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## 7.2 List of Preparers

This EIR was prepared by the City of Thousand Oaks, with the assistance of Rincon Consultants, Inc. Consultant staff involved in the preparation of the EIR are listed below.

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